The Largest Circulation of any Foreign Daily in the Far East

THE CHINA PRESS

大陸報

To-day's paper consists of 30 pages in three sections

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BRITAIN DEMANDS REPARATION FOR ATTACHE'S DEATH

Government Threatens To Hold Leaders Of Soviets Personally Responsible

FEELING IS STRONG

French Embassy Also Putting Up Defense Against Attack

MOB IS URGED ON

Bolsheviki Inciting Populace To Massacre British And French Subjects

(Reuter's Agency War Service)

London, September 4.—When the British Embassy in Petrograd was attacked Captain Cromie opposed the entrance of the Bolshevik soldiers, shooting three of them. Subsequently he was murdered and the corpse outraged while an English clergyman was forbidden to pray over the corpse. The papers in the Embassy were entirely destroyed.

A similar attack is feared upon the French Embassy and the necessary defenses are being prepared.

The French Military Mission was forcibly entered and some Frenchmen arrested.

Incite Mob To Massacre

The Bolsheviki are already inciting the populace to massacre British and French subjects.

The British Government has telegraphed to Tchitcherin, the Commissary for Foreign Affairs, demanding immediate reparation and prompt punishment for those concerned in the abominable outrage, intimating that should the Soviet Government fail to give satisfaction or should further acts of violence against British subjects occur, His Majesty's Government will hold the members of the Soviet Government responsible and secure that they be treated as outlaws by all civilised nations. It concludes by saying that His Majesty's Government has learned that the arrest of all British and French subjects between the ages of 18 and 40 was ordered on the 29th on trumped up charges.

Cromie Submarine Commander

Captain Francis Cromie, D.S.O., was one of the earliest officers to be employed on submarines. At the outbreak of the war he commanded the submarine flotilla at Hongkong. During 1915 he commanded the E-19 in the Baltic, which torpedoed a German destroyer and the cruiser Undine and sank or captured ten German steamers. In November 1915 he assumed command of the Baltic flotilla. He was awarded the D.S.O. in May, 1916, and a succession of Russian honors. During the Russian Revolution he handled the situation with the greatest tact, earned the respect of the Extremists for his fair dealing and continued to work the flotilla against the Germans. In April, 1918, he was responsible for the destruction or evacuation of our submarines in the Baltic. He was then appointed to the British Embassy owing to his knowledge of the Russian language and prevailing conditions there.

Soviets Respond With Threat?

Amsterdam, September 4.—A German telegram states that the Soviet Government is informing the Entente that, if any more attempts are made on Soviet statesmen in Russia, Entente statesmen will be killed in their own countries.

Amsterdam, September 4.—Telegrams from German sources give flimsy excuses for the outrage on the British Embassy at Petrograd. They insinuate that the Embassy was concerned in a Social Revolutionary plot but do not advance a shred of proof.

66 American Ships Of 340,000 Tons Built Last Month

(Reuter's Agency War Service)

Washington, September 4.—Mr. Schwab, the Shipping Controller, announces that the delivery of merchant ships in August was a record, 66 ships totaling 340,000 deadweight tons having been completed.

GERMANY AND RUSSIA REPORTED IN PACT

Includes Undertaking Russia Will Fight Allies At Archangel, London Hears

(Reuter's Agency War Service)

London, September 4.—(By wireless). A Russian message states that agreements have been signed between Germany and Russia with regard to territorial changes and the financial obligations of the latter. It includes an undertaking that Russia will fight against the Entente troops in Northern Russia, Germany promising that Finland shall not attack Russia.

REVOLUTIONARIES KILL GERMANS IN UKRAINE

Movement Grows Apace And Numerous Cities Have Fallen In Many Provinces

(Reuter's Agency War Service)

Copenhagen, September 5.—The Isvestia states that the Revolutionaries in the Ukraine have taken Nishni Novgorod and other cities and also the town of Tschernoff, where they killed the whole German garrison of 1,500 men but retired when German reinforcements arrived. Sanguinary fighting has occurred in the Provinces of Poltava, Tchernigoff and Kieff, where the Revolutionaries number 30,000. The Ukrainian authorities in many places have fled.

Hetman Skoropadski has arrived in Berlin and visited the Kaiser.

U.S. POSTAL AGENT ORDERED TO SIBERIA

Mr. E. H. Everett Going To Vladivostok To Organise Mail Service For American Soldiers

Mr. E. H. Everett, United States Postal Agent for Shanghai, has been ordered to Vladivostok to organise a United States Postal Agency for the American Expeditionary forces in Siberia. Pursuant to cabled instructions received from Washington yesterday, Mr. Everett will leave here as soon as possible.

It is expected that he will return to Shanghai following the arrival at Vladivostok of the man designated by the Post Office Department to take over the work.

During Mr. Everett's absence, Deputy E. H. Murray will be in charge of the American Post Office.

Notice

We call special attention to two series of articles, starting today on our Editorial page, which will be found in this section of THE CHINA PRESS. Mr. Manuel Komroff is writing on "The Russian Problem and Its Solution," and "Domino," who has just returned from a trip to America, is writing on "America in the War."

The Weather

Cloudy today, with threats of showers. The maximum temperature yesterday was 90.5 and the minimum 74.4, the figures for the corresponding day last year being 78 and 75.

LOCAL RED CROSS UNIT EXPECTED TO LEAVE FOR VLADIVOSTOK THIS WEEK

Seven Doctors And Ten Nurses Have Already Volunteered To Serve

U. S. SOCIETY IN CHARGE

Principal Base Hospital To Be Located 350 Miles West Of Harbin

The Shanghai unit of doctors and nurses for American Red Cross relief work in Siberia will probably leave for Vladivostok next Friday. If it is impossible to conclude all the arrangements by that date they will leave on the following Tuesday. Seven doctors and ten nurses from Shanghai and this district have thus far volunteered to go to Siberia and Mr. W. A. B. Nichols, secretary of the local chapter of the American Red Cross, states that it is probable that several others will join the unit before it leaves.

A report from Siberia received by Mr. Nichols yesterday gives valuable and interesting information regarding the relief work program. The letter states that the American Red Cross has been assigned the duty of handling the medical relief service for the Czech forces and that Dr. R. B. Teusler, head of the American Red Cross Siberian contingent has been made a member of General Diedrichs' staff.

Two Hospitals In Vladivostok

In Vladivostok the American Red Cross has taken charge of two hospitals and part of a third, affording 700 beds in all. At Harbin a hospital of 100 beds is planned and the society is trying to secure accommodations for 150 more.

The principal base hospital is to be at Buhedu, about 350 miles west of Harbin on the railway and in fine hilly country where the workers have taken over the old barracks buildings for hospitals. One hospital train of five cars has been secured from the railway authorities and a second is in prospect.

The Czech forces are desirous of having American Red Cross field units to accompany their regiments and Dr. A. W. Tucker, of St. Luke's Hospital, Shanghai, and Dr. C. M. Lee, of Wushi, have already gone to the front where they are attached to the 8th Czech Regiment.

The letter from Vladivostok states that there is great need for doctors who will join for an indefinite period of service. Such men will be commissioned as captains and lieutenants and the Red Cross will be responsible for traveling expenses and equipment and for salaries if necessary.

Refugee Problem Serious

The refugee problem is a very serious one, the report states, and there are thousands of Russian, Serbian and Armenian people who are in dire need. Most of them were driven from their homes before they had time to plant the year's crops and now when part of them might return to their devastated homes they would be faced with the prospect of no harvest in addition to that of having to rebuild and furnish their habitations. In Vladivostok at present there are 1,200 such refugees and in the Ussuri river district there are over 10,000. At Buhedu, where the base hospital is being established, there are 1,000 more and it is reported that aid must be forthcoming for at least 15,000 homeless men, women and children in the Hailar district and for others at Manchouli.

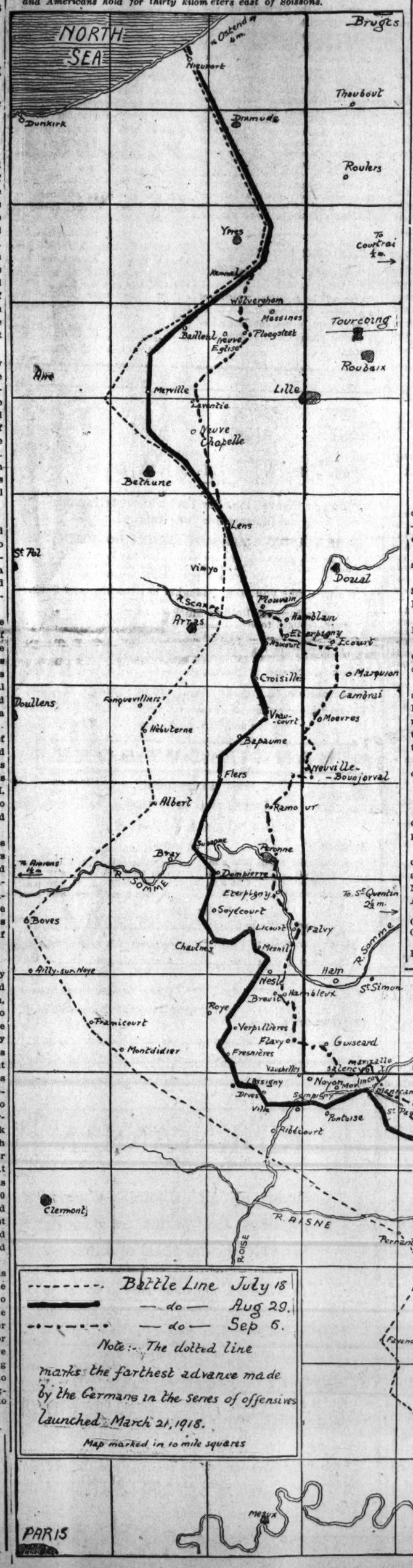
The Junior American Red Cross is being mobilised here for aid in the refugee work and it is planned to have numbers of the boys available to send after clothing and other supplies which may be donated. For the convenience of all who have clothing to donate the following "tag" is attached, which, if sent to Red Cross headquarters, 18B Kiangse Road, will bring a messenger to take away the bundle:

AMERICAN RED CROSS

Please send to the following address .....
for ..... packages of clothing in response to your appeal.
(Signed). .....
(Please write clearly).

Map Shows Allies' Progress

Since this map was drawn a considerable advance has been made from, approximately, Ham down to the Vesle, especially north of the Ailette, in the region of the Forest of Coucy, and on the Aisne, which the French and Americans hold for thirty kilometers east of Soissons.



FRENCH AND AMERICANS MAKE BIG ADVANCE FROM SOMME DOWN TO AISNE

Hold Aisne For 30 Kilometers East Of Soissons; Gain Is Between Two And Four Miles; Break Through On Ailette Sector; In Sight Of Laon; Chauny Is Encircled; Australians Cross The Somme South Of Peronne

THE BATTLE AT A GLANCE

It is the turn of the French and Americans.

From north of the Oise down to north of the Vesle they have recorded a splendid gain. The Franco-American forces, having crossed the Vesle, hold the Aisne for a distance of thirty kilometers east of Soissons. On the front from Canal-du-Nord to the Vesle they have advanced from two to four miles. And this is the most vital part of the West front south of the Queant-Drocourt line.

Folembray, Coucy-le-Chateau and Coucy-le-Ville are held, as well as the Low Forest of Coucy. The sailent between the Oise and the Somme has been practically wiped out, La Fere is in flames and General Mangin is in sight of Laon. The crucial Chemin-des-Dames sector is threatened.

On the Hindenburg line it is quiet but south of Peronne the Australians have crossed the Somme.

Four years ago today the Kaiser began his "victorious retreat" from the Marne. He is still victoriously retreating.

(American Wireless To Reuter)

New York, September 6.—(Received by French Wireless Station).—The French troops now encircle all of Chuny.

General Magnin's troops are in sight of Loan.

The Australians have crossed the Somme on the front south of Peronne.

The German supply base at La-Fere is in flames.

Washington, September 6.—General Pershing, in his communique dated September 5, reports:

Our troops are continuing their advance in co-operation with the French. We have crossed the plateau north of the Vesle and are reaching the great of the slopes leading to the valley of the Aisne.

There is nothing of importance in other sectors.

(Reuter's Agency War Service)

Paris, September 5.—The official communique issued this afternoon reports:

During the night we maintained contact with the enemy rearguards and advanced east of the Canal du Nord and in the direction of the Aisne.

East of Nesle we crossed the Somme Canal in the region of Voyennes and Offoy.

Farther south we passed Hombleux, Esmery-Hallon and Falvy-le-Meldeu and carried our lines north of Guiscard to the outskirts of Berlancourt.

Between the Ailette and the Aisne we carried Clemedy, Brayo and Missy-sur-Aisne.

Yesterday evening we repulsed two violent counter-attacks at Mont-des-Tombes, east of Leuilly and maintained our positions.

On the Vesle front the Franco-American troops have reached the crest of the Heights which dominate the Aisne.

Extending our action still further, we have also crossed the Vesle between Les Vanteaux and Jonchery.

Hold Line Far Forward

The official communique issued this evening reports:

During the day the French continued to pursue the retreating enemy on the Canal du Nord-Vesle front and made an important advance despite local resistance.

We hold the line Falvy, Offoy, the north bank of the Somme Canal to the south, where our line approaches the Ham Road, which it borders between Plessie Patte d'Oie and Berlancourt. Southeast of the latter our front passes through the outskirts of Guivry, Caillouel-Crepigny, north of Marest-Dampcourt and through the southern outskirts of Abbecourt. We have advanced six kilometers at some points.

Win On Whole Ailette Front

On the whole Ailette front the enemy, exhausted by the hard fight-

ing since August 20, began to give ground. Our units, pursuing the German rear-guards, made rapid progress north of the Ailette. Pierremaude and Autreville are in our hands, as well as the greater part of the Low Forest of Coucy. Further east we occupy Folembray, Coucy-le-Chateau, and Coucy-le-Ville and have advanced to a kilometer south of Fresnes.

On our right our front passes east of Landricourt.

South of the Ailette we hold the line Neuville-sur-Margival, Vregny and the western slopes of Conde Fort.

Immediate Prospects Good

On the French front the German retreat began yesterday morning, the Germans especially being pushed back by the armies under General Mangin and General Humbert. The Allied line is now several kilometers west of the Oise to the Somme Canal north of the Ailette, and north of the Vesle. The immediate prospects are most satisfactory. The German losses during the past seven weeks have amounted to 1,500,000 men, of whom 500,000 remain totally disabled.

The Franco-American forces hold the Aisne for a distance of thirty kilometers east of Soissons.

Paris, September 4.—Reuter's correspondent at French headquarters reports:

During the night the French crossed the Vesle at Quincampoix. The big fires are increasing between the Vesle and the Aisne.

British Gain South Of Peronne

London, September 6.—Field Marshal Sir Douglas Haig reports this evening:

On the southern part of the battlefront, both northward and southward of Peronne we are advancing, driving in the enemy's rearguards and approaching the high ground on the Athies-Nurlu front.

Between Nurlu and the River Sensee there have been minor engagements at differents parts. We slightly advanced on the spur northward of Equancourt and local fighting occurred about Neuville-Bourjonval and Moeuvres.

Our patrols crossed to the east bank of the Canal-du-Nord southward of Marquoin and brought back prisoners.

On the Lys front the enemy again strongly attacked in the sector northward of Hill 63 and was repulsed after sharp fighting.

We advanced a short distance southward and southeastward of Nieppe and northeastward of Wulverghem.

Week Of Pitiless Fighting

London, September 5.—Reuter's correspondent at American headquarters, wiring at noon today, says:

During the past week General Mangin's army has been fighting with slow and pitiless determination to reach a position which would not only render the German line in the Tardenois untenable but seriously compromise the one to which he intended to retire.

By his successes on Tuesday and yesterday General Mangin may almost be said to have reached that position. Our troops have literally fought their way foot by foot across Juvigny Plateau. They were met by a desperate German effort to check their progress at its most dangerous point, namely, the water-line separating the basin of the Ailette from the basin of the Aisne, which comes five miles eastward of the famous Chemin-des-Dames.

Paris, September 4.—The French press, applauding the British success, says there is something even more striking that the tenacity of the United Kingdom; that is the spontaneity with which the Dominions have taken up the common burden and are covering themselves with immortal glory.

German Casualties Since March Put At 1,200,000

London, September 5.—Reuter's correspondent at French headquarters reports:

Since March 21 the Germans have fought 550 divisional engagements, so that it is reasonable to debit them with gross casualties during that period of 1,200,000. It is true that sixty percent of these will recover from their wounds and be back in the fighting line in two or three months, but the permanent loss remains in the neighborhood of half a million. Next Spring there is every reason to believe that the Americans alone will be as strong in numbers as the whole German army. Meanwhile, though victory is certain the end is not yet.

The Germans are retreating, but cleverly, and still have reserves to throw in. The German High Command intends to fall back to a shorter line, thereby economising men, and to fight a defensive war to the last limit.

FRENCH DEPUTIES GO INTO SESSION AGAIN

Important Financial Matters Pending But No Political Difficulty Expected

(Reuter's Agency War Service)

Paris, September 5.—The Chamber of Deputies resumed work today supported by the unanimous approval of the General Councils concerning the political program of the Government and the military successes still in progress. Important financial matters are to come up for discussion but no political difficulty is in view.

German Army Defeated But Far From Collapse

(Reuter's Agency War Service)

London, September 5.—It is emphasised in responsible quarters that, while the position on the West front continues to be highly satisfactory, it would be unwise to build too much on the collapse of the enemy. The Allied offensive has yielded wonderful results but generally speaking there is no evidence that the German High Command has lost its grip on the situation, although, of course, it is making demands on the German troops which cannot be responded to indefinitely. When it is considered that the whole system of supply, billeting, hospitals, training establishments, aerodromes, organisation of dumps, etc., must be entirely reconstructed at a time when every man is required in the line and war material is not too plentiful, it can be that the German High Command is confronted with a formidable job.

With regard to Palestine, it is interesting to note that some of the battalions recently raised in India have acquitted themselves extremely well in minor operations, which augurs well for the future.

The Japanese have driven the enemy back on the Ussuri front to the River Dikin, south of Khabarovsk. Colonel Semenoff's advance guard is at Olovyannaya on the River Onon, where it has met the Czech advance guard from the west. The situation around Chita is still obscure, but it appears that the Czechs have probably obtained control of the whole Trans-Siberia Railway. West of the Urals the Czechs maintain their position.

The Allied forces, including Russian troops, are pushing down the Vologda Railway after their recent success at Obezerzkaya.

The feeling against fighting against the Allies is growing in the Finn army, which is mutinous and discontented, but the Germans are still pushing forward their communications towards Pecheng eastwards towards the White Sea. There is also much bitterness against the Germans in Finland owing to the wholesale exploitation of the country.

We have obtained considerable success in East Africa. Colonel von Lettow's movements in three directions have been checked and he is now being pursued in a northeast direction towards the Lurio River. His recent reverses are the most severe he has sustained for a long time. He has lost recently at least 400 whites, Askaris and porters and 50,000 rounds of small arms ammunition, and his total force is now below 200 whites and 2,000 Askaris.

American Chamber Meets On Tuesday

There will be a special meeting of the American Chamber of Commerce of China held in the courtrooms of the United States Court at 4:30 p.m. Tuesday.

GEN. HORVATH TO MEET OTHER SIBERIAN HEADS

Representatives Of Omsk Government And Czech Leaders To Confer In Oloviannaya

Reuter's Pacific Service

Peking, September 6.—General Horvath has arrived at Harbin on his way to Oloviannaya to attend a conference of representatives of the Omsk Government, Colonel Gaudin, the Chief of the Western Czech army; General Diedrichs, the Chief of the Eastern Czech army, and Colonel Semenoff.

General Horvath intends to offer all his resources to the Omsk Government.

Tokio, September 6.—War office official.—Our cavalry occupied Habarovsk yesterday. The enemy is reteating to Blagovestchensk.

Vladivostok, September 6.—The Japanese Staff informs Reuter's correspondent that Japanese cavalry, with General Kalmikoff's Cossacks, has occupied Habarovsk. A great quantity of military stores was captured and also a few prisoners.

The remnant of the enemy fled northwards.

The disarmed Russian Volunteer Corps today, through the local press, specially addressed General Knox, praying that its honor and arms should be restored.

Peking, September 6.—The Austrians and Germans near Manchouli told the inhabitants that when they had succeeded in putting the Russian proletariat on its feet their next duty would be to depose the Kaiser.

British Unions Shelve Boycott Resolution

No Action Taken On Blacklisting Germans For Five Years After War

(Reuter's Agency War Service)

London, September 5.—After an uproarious debate the Trades Union Congress shelved the Seamen's and Firemen's Union's resolution favoring a boycott of the Germans for five years after the war unless the Germans controlled the Kaiser and their Government by parliamentary methods and made full reparation for their crimes at sea.

Stamp Famine Ends At U.S. Post Office

Consignment Of Small-Figure Stickers Arrives; New Parcel Post Regulation

Some relief for the throng of individuals who have been clamoring for United States postage stamps of small denomination materialised yesterday with the arrival of a large consignment of the 1-cent stickers. Postmaster Everett is now ready to fill all requirements for stamps of this caliber.

The American Post Office had been without 1, 2 and 3-cent stamps for several days and had been compelled to resort to books in order to care for outgoing mail. He hopes to receive an ample stock of the 2 and 3 cent variety shortly. The Postmaster did a flourishing business in the new Aero Stamps for a brief space following the announcement of their arrival by THE CHINA PRESS. Practically the whole consignment of 300, selling at 16 cents gold, was grabbed up by collectors within two days.

An announcement of importance to senders of parcel post packages was received by Postmaster Everett yesterday relating to parcels consigned to points outside of the United States. Henceforth all such parcels, containing gifts and the like, must have written plainly upon the wrapper the following:

"Accepted without United States Export License by authority of the Second Assistant Postmaster General. July 21, 1918. W.B.R.—El."

U.S. Monthly War Bill Is Billion And A Half

(American Wireless To Reuter)

Washington, September 6.—(Received by French Wireless Station).—The expenses of the Government for August were G.$1,805,513,000, of which G.$1,524,901,000 was for the upkeep of the army and navy, ship and airplane construction, and other direct war expenses.

Mail Notices

MAILS CLOSE

For Japan:
Per N.Y.K. s.s. Y'ashiro M. Sept. 9

For U.S., Canada and Europe:
Per C.M. s.s. China.....Sept. 9
Per T.K.K. s.s. Tenyo M. Sept. 13
Per C.P. s.s. E. of Japan Sept. 14

For Europe: etc:—
Per M.M. s.s. Sphinx ..... Sept. 9

MAILS DUE.

From U.S. and Canada:
Per T.K.K. s.s. Shinyo M. Sept. 13

N.B. A parcel post only will be closed at the British Post Office at 5 p.m. on Friday, September 13.

CAMPAIGN IS LAUNCHED AGAINST OPIUM TRAFFIC

Constructive Endeavor Society To Carry Fight Throughout The Country

An anti-opium campaign was formally launched yesterday by the Society for Constructive Endeavor when it met at tiffin at the Carlton Cafe. Three pointed anti-opium resolutions compiled by a committee headed by Dr. H. C. Mei, attorney, were introduced and unanimously passed. These resolutions will be printed and forwarded to all the foreign offices in the various countries, the Legations in Peking, the leading statesmen throughout the world and the educational, social service, religious and commercial organisations in the country.

The resolutions call for the formation of an anti-opium body to be known as the Anti-Opium Campaign Committee, consisting of two representatives from all the institutions endorsing the movement. This committee will be empowered to appoint a board of directors, to organise a publicity bureau, to raise funds and devise ways and means to carry out the policy of the campaign. It is estimated that within six months, public opinion will be aroused to such a pitch and make it so unpleasant for the syndicate that the agreement between the syndicate and Peking will be cancelled.

Mr. David Z. T. Yui, general secretary of the Chinese Y. M. C. A., who had recently completed a trip through the Southwestern provinces, spoke on the opium condition in Yunnan. He stated that conditions there were most deplorable.

BERLIN MORE CAUTIOUS IN SUBMARINE POLICY

U-Boats Are Ordered To Operate Far Out And To Play Safe

(Reuter's Agency War Service)

London, September 5.—Reuter's agency is authoritatively informed that the German submarines are again operating far out, where they get fewer but bigger ships. Meanwhile the British fleets engaged in operations against submarines are increasing immensely in numbers.

The crews of the German submarines, who were formerly volunteers, are now conscripts but there is no marked loss of morale. The submarines, however, are not taking the risks they did and have clearly been ordered to play for safety.

The British minefield in the North Sea has compelled the German submarines to use Norwegian waters. Ostend and Zeebrugge now appear to be useless to the enemy except for long-distance submarines, for which that are used very little.

The Allied barrage across the Straits of Otranto has resulted in a diminution of the sinkings in the Mediterranean. Twenty-five percent of the German submarines in the Adriatic have been lost since 1917.

CANADA TAKES CONTROL OF TRAFFIC IN WHEAT

Assumes Complete Charge Of Purchase, Sale And Export Of Grain

(Reuter's Agency War Service)

Ottawa, September 4.—The Government has assumed complete control of the purchase, sale and export of wheat.

S.H.N.R.

Do not leave the Far East without seeing this Phenomenon of Nature.

IF YOU HAVE ALREADY SEEN IT GO AGAIN

As no two demonstrations are similar, and the spectacle of the unbridled Forces of Nature impresses and mystified even when the origin is scientifically understood.

We will take you from Shanghai to Hsiachiao and Back.

Comfortable Rolling Stock—Express Speed.

MEALS EN ROUTE.

BOAT FROM HSIACHIAO TO HAINING.

Railway Enclosure at Haining on banks of Tsien Tang River.

Reasonable Charge of Fares, $6.00; Meals, $3.50

Tickets will be on sale at Shanghai North Station Booking Office only on and after the 9th September.

HANGCHOW BORE

22nd SEPTEMBER.

Train and Boat Services.

Limited Express Excursion train.

Outward: *		*Return:* BOAT—2 HOURS.	
Dep. Shanghai North	6.30 a.m.	Dep. Hsiachiao	5.35 p.m.
„ Jessfield	6.46 a.m.	Arrive Siccawei	8.12 p.m.
„ Siccawei	6.54 a.m.	„ Jessfield	8.20 p.m.
Arrive Hsiachiao	9.24 a.m.	„ Shanghai North	8.36 p.m.

Native Boats.

*Walk from Station to Boats is short and may be done in 3 minutes.
Walk from Boats to Railway Enclosure may also be done in 3 minutes.
This route is great improvement over last year's.

TRAFFIC MANAGER,
Shanghai Hangchow Ningpo Railway.

SEPTEMBER 5, 1918.

DRINK TANSAN

"Choicest of all Choice Waters"
"It prolongs the period of Youth."
"It extends the span of Life."

TANSAN—the trade name of the Spring that made it famous is freely applied, or misapplied to other and worthless waters, as, for instance, "Turkey Tansan" or "Something else Tansan."

WHY?—needless to ask, isn't it? You will find the name of J. Clifford-Wilkinson on the label of the genuine TANSAN—accept no other.

The Clifford-Wilkinson Tansan Mineral Water Co., Ltd.
KOBE, JAPAN

Agents

Gande, Price & Co, Shanghai

Young man, young woman

HAVE YOU A SAVINGS ACCOUNT?

YOU young people are on the threshold of life. Your CHARACTER and FUTURE are in the making. You can be THRIFTY, INDUSTRIOUS, CONTENTED. You can be IMPROVIDENT, SHIFTLESS, FAILURES.

How you start out at your age is EVERYTHING.

OPEN A SAVINGS ACCOUNT and see for yourselves how it gives you the COURAGE, the INCENTIVE to stop spending your earnings with a free hand. You'll look at life in a more serious light, plan your future with your own best interests at heart.

Money in the bank has opened the door of opportunity to many a young man.

Put away as much of your earnings as you can spare, deposit it in a savings bank every week.

It's up to you what your place in this community is going to be, and a savings account is always a good recommendation. You can't afford to be without one.

The American-Oriental Banking Corporation

15, NANKING ROAD, SHANGHAI

355 New Savings Accounts opened—is yours one of them?

LANE, CRAWFORD & CO., LTD.

Just Arrived

White "TEPPAL" Muslins

with

Stencilled Borders

also

White, Black and Green English Sheep Skin Rugs

(Only a limited quantity)

Perambulators

A small consignment of our well known Baby Carriages

FURNISHING DEPARTMENT

Telephone Central 960

LANE, CRAWFORD & CO., LTD.

G. W. W. SPECIALTIES

GOODYEAR
AKRON

Over and onward they go— far in the lead!

GOODYEAR TIRE PERFORMANCES

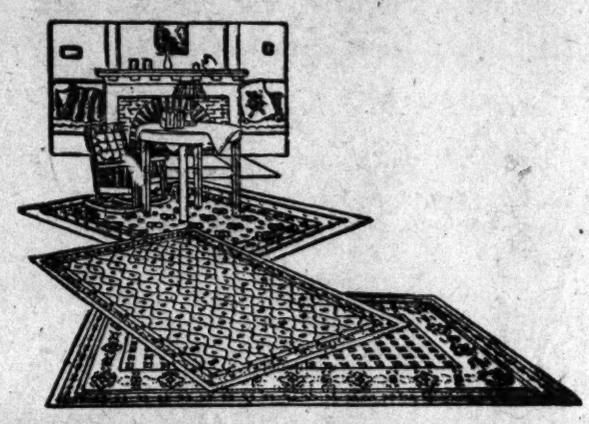
led cars into **FIRST, SECOND, THIRD, FOURTH** and **FIFTH** places in all the main racing events in America this year. Besides this, sixty well-known car manufacturers in America specify **GOODYEAR** as regular tire equipment on their products.

And **TODAY** more motorists in Shanghai use **GOODYEAR TIRES** than ever before.

WHY? Because the exclusive features of **GOODYEAR TIRES**, with the **ALL-WEATHER TREAD**, give longer service and greater mileage. Their extreme **RESILIENCY** and **DURABILITY** make them **DEPENDABLE** and **ECONOMICAL**

LET YOUR NEXT BE A GOODYEAR

Obtainable at all motor houses or by Telephoning Central 608



CONGOLEUM ART-RUGS

WHAT ABOUT YOUR FLOOR?

One look at the display of Congoleum Art Rugs will solve your floor covering problems.

You will admire the dainty design and pretty colouring.

Then the wide range of patterns will please you.

These Rugs are Washable, Waterproof, Sanitary.

Call at Your Dealer.

CONGOLEUM

BY THE YARD

Here is the floor covering that combines low price with real beauty and durability as compared with printed Linoleum, which it resembles. Congoleum is more durable and more attractive, yet the price is less. The large variety of designs including Tile, Matting, Floral and Conventional Patterns makes it suitable for every room.

CONGOLEUM RUG BORDERS cannot be told from Polished Quartered Oak when laid to a Rug.

All Patterns Now On View

at

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PERSHING RECOUNTS HEROISM OF HIS MEN

Gives Instances Of Gallantry Which Have Won Distinguished Service Crosses

(American Wireless To Reuter)

Washington, September 6.—(Received by French Wireless Station).—Graphic stories of the individual heroism and daring of forty-one American officers and men are revealed in General Pershing's cable which announces citations for Distinguished Service Crosses.

The men decorated include a colonel and a private of infantry who entered a cellar at Vaux to instal a telephone and were attacked by twelve Germans. The Americans killed two and took nine of them prisoners.

A corporal of infantry cleared a farmhouse at Villers-sur-Fere singlehanded, killed four Germans and captured one and held the farmhouse until support arrived.

A sergeant of the infantry who was running ahead of the line near Sergy, while badly injured, was attacked by ten Germans. He rose to his knees and killed five of his opponents.

A private of the infantry at Villers-sur-Fere saw six Germans in the act of capturing his corporal, who was severely wounded. He summoned a comrade, and together they killed two of the Germans, took four others prisoner, and carried back the corporal to our own lines.

A sergeant in a machine-gun company, despite a hail of bullets, turned up his machine-gun against German airplanes which were raiding the American trenches, and shot one down. The riddled airplane struck another German machine in its descent, making two machines brought down by the sergeant's action.

SLAVS IN CALIFORNIA HELPING WAR FUNDS

60,000 Buy Over Million Dollars' Worth Of Liberty Bonds And Thrift Stamps

(American Wireless To Reuter)

San Francisco, September 6.—(Received by French Wireless Station).—Sixty thousand members of the Slavonic races in California have purchased more than a million dollars' worth of Liberty Bonds and Thrift Stamps, and are active members of the Red Cross.

More than 2,500 Slavs are working in shipbuilding plants here in their eager desire to help defeat Germany and Austria.

News Brevities

For assaulting a Customs officer while in the execution of his duty, a fireman from the Simbirsk was fined 100 roubles in the Russian Consulate Friday.

• • •

The Military Cross and the promotion to Captaincy have been won by Mr. H. G. Hegarty of the Royal Flying Corps. Mr. Hegarty was formerly employed by the Hongkong and Shanghai Banking Corporation.

• • •

As a result of a fall in an aeroplane of about 600 feet due to engine trouble, Mr. R. W. Lee Jones, son of the former Registrar of the British Supreme Court at Hongkong, has fractured his collar-bone. He was training with the Royal Flying Corps, but is now with the Inns of Court Cadet Corps training for a commission in the infantry.

• • •

Mr. F. Holroyd, assistant engineer of the Tientsin Gas and Electric Light Co., Ltd., is leaving Tientsin for Shanghai en route to the United States and Great Britain, where he will join the Royal Engineers.

• • •

The British Postmaster desires to acknowledge with thanks the receipt of books, magazines, etc., from Mesdames T. Webster, H. Markham, May V. Gibson, N. B. Ramsay, T. B. Maguire, Dawson, McKay, F. S. Ramplin, Wakeford Cox, F. Jones, Messrs. Butterfield and Swire, Rodger and Haskell, American Church Mission, The Shanghai Club Library, Messrs. F. L. Marshall, P. Enticknap, M. Clelland (s.s. Luen Hsi), J. C. Hutchison, E. W. Noel, H. L. Fletcher, Wm. Hughes, J. H. McMichael, H. H. Fowler, R. N. Truman, A. R. J. Hearne (Nanking), E. J. Burgoyne, and H. B. M. Postal Agent, Chefoo.

• • •

The marriage of Mr. Walter Hanming Chen, assistant manager of the foreign book department of the Commerical Press, to Miss Anna Chen will take place next Saturday evening at 7 o'clock at the Cantonese Union Church, and not yesterday as was previously announced.

• • •

On automobile owned by Mr. G. Dunlop of Jardine, Matheson and Company was slightly damaged when the machine collided with a tram car on Nanking Road near Kiangse Road yesterday afternoon.

Chile Indignant Over German Crews' Action

Attempt To Destroy Enemy Ships In Harbor Causes Sensation

(American Wireless To Reuter)

New York, September 6.—(Received by French Wireless Station).—A cable received here says that the attempt of the German crews to destroy interned German ships simultaneously on Tuesday at three Chilean ports caused a sensation, quickly resulting in grave indignation throughout Chile. The plot was apparently planned with care, and only the quick action of the Chilean naval authorities prevented the complete destruction of the vessels.

Chinese Students Arrive In America

(American Wireless To Reuter)

San Francisco, September 6.—(Received by French Wireless Station).—A hundred and fifty-one Chinese students, including fifty women, have arrived here en route to universities in the United States to complete their technical and professional training under the Boxer indemnity fund.

Pao Chang-lee, a graduate of Yale, who has been made secretary of the Chinese Young Men's Christian Association, has announced an intention to launch a movement to extend welfare work and educational advantages to the Chinese throughout the Pacific States.

Lee Chi-fan, who is a secretary in the Young Men's Christian Association at Shanghai, has arrived here, en route for China, after touring the United States for more than a year.

More Potash Deposits Are Uncovered In U.S.

Two Entire Mountains Containing Large Amounts Found In Central California

(American Wireless To Reuter)

Visalia, California, September 6.—(Received by French Wireless Station).—Two entire mountains which contain potash deposits have been uncovered near here. Experts say that the mines will last ten years with extensive mining operations. This is the first discovery of potash in commercial quantities in Central California.

HANGCHOW BORE EXCURSION

The Hangchow-Ningpo Railway will run an excursion to the Hangchow Bore, September 22. By the new route, the walk from the station to the boats is reduced from twenty minutes to three and from the boats to the railway enclosure from thirty minutes to a like period.

TRAVELING EXPENSES VOTED FOR VOLUNTEERS

Men Who Came To England To Enlist To Be Recompensed

(Reuter's Agency War Service)

London, September 5.—An army order notifies that traveling expenses, excluding baggage charges, will be refunded on application within twelve months to individuals who, after the outbreak of war, proceeded from South Africa, including Rhodesia, and embarked not later than February 15, 1916, or from other places abroad not later than September 30, 1916, provided they applied for commissions or enlistment within two months of their arrival in the United Kingdom.

The refund is not to exceed the cost of the journey to the port of embarkation in the United Kingdom by the most economical route in the grade of accommodation appropriate to the rank in which they joined the British army and is only granted when the outlay has been borne personally.

An extended period for lodging applications is provided in the cases of prisoners of war.

Correspondence

Some Bonfire!

Editor, THE CHINA PRESS.

Sir: In view of the fact that Hun language is bound to disappear soon from the list of refinements of human knowledge and to become obsolete among people, I beg to propose to all friends of Allied nationalities that on a certain appointed date, say 31st December, 1918, or first January, 1919, or the anniversary of the invasion of Belgium, etc., a bonfire be made in a public place in Shanghai of all Hun literature that can be spared. Everyone of the Allies can easily do without such Hun literature in the fiction line. For science, it is well known that there has been more piracy and translating than original work, on the part of the Huns, and if the works of the great scientists of Ally nationality be consulted the source of the Hun super-science can be traced beneath the disguise. For what could not be spared (not much) there will be hungry Boches ready to make and sell any translation for gold.

Anyhow the best argument in support of my assertion that the Hun language is to be considered as useless is given by the local Boches who take good care never to be caught talking their blabber whenever there may be non-Hun ears within reach of sound. In many instances husband and wife speak English in the street. The accent is guttural and causes a rasping sensation on educated ears but the fact remains.

The date and place of the bonfire can easily be agreed upon, but both should be conspicuous enough to attract a large notice. With thanks for your hospitality, Yours faithfully,

ANTI-KULTUR.

Shanghai, September 7, 1918.

Tomorrow's Band Program

The following program will be played by the Band in the Public Garden tomorrow, weather permitting, beginning at 5:30 p.m.:

1.—March, Mandalay .... Franklin
2.—Overture, Jean de Paris Boieldieu
3.—Waltz, Balabile ..... Lacome
4.—Selection, The Bohemian Girl Balfe
5.—Two Step, Happy Hippos Kennedy
6.—Selection, The Spring Chicken Caryll

A. de Kryger,
Conductor-in-Charge.

Sailors' War Orphans' Fund

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	£
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	12,294.18
Remitted to London	12,294.18

Shanghai, September 6, 1918.

S. Mason,
Hon. Secretary and Treasurer.

HAIG THANKS LABOR MEN

(Reuter's Agency War Service)

London, September 5.—A telegram from Field Marshal Sir Douglas Haig was read at the Trade Union Congress at Derby as follows:

"Warmest thanks from all ranks of the army for your message of generous appreciation. We are proud that the representatives of 4,500,000 workers at home should add to the debt we already owe them for their splendid support by sending a message of comradeship and good will."

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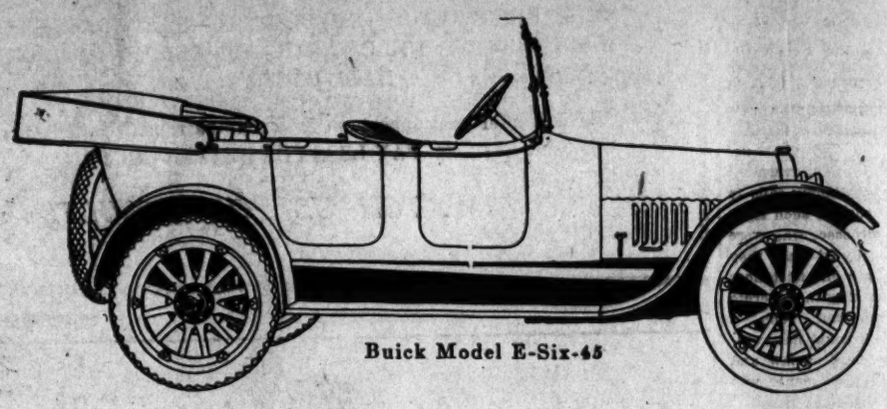

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United States Court For China Sitting At Tientsin

J. Spunt & Co., Plaintiff, vs. American Machinery & Export Co., Defendant.

Cause No. 652. Decision filed September 5, 1918. William A. Chapman, Acting Clerk.

Syllabus

1. Carriers: Charges: Election. Where a bill of lading makes freight charges "payable on weight or measurement received or delivered at carrier's option" the latter must elect whether to charge by "weight or measurement."
2. Rendering a bill computed on the measurement basis, accepting payment thereof and marking the bill of lading "freight paid" constitutes an election to charge according to such basis.
3. Revocation. Such an election cannot be revoked except upon recognised grounds like fraud, mistake, etc.
4. Bills of Lading: Correction. A clause in the margin of a bill of lading which reads "rates, weight or measurement subject to correction" covers mistake but does not entitle the carrier to revoke an election as between two standards of charge.
5. Custom. The provisions of a contract cannot be nullified by proof of local custom of usage.

Messrs. Allen and Lucker, by Mr. Lucker, for Plaintiff. Richard T. Evans, Esquire, for Defendant.

Lobingier, J.:

This is an action by a shipper to recover from a marine carrier money demanded by the latter as a condition to the delivery of cargo, and paid by the former, as it alleges, under protest. The following averments of the petition are expressly admitted by the answer:

5. On the 1st day of March 1917 defendant sent plaintiff debit memo:

To freight to San Francisco on 500 bales Raw Cotton 4,917 ft. at G.$21 per ton 40 cu. ft. G.$2,581.43 at 86¼ Tls. 2,957.71 and on the 3rd day of March 1917 other debit memos:

To freight to San Francisco on 394 bales Raw Cotton 3,874 ft. at G.$21 per ton 40 cu. ft. G.$2,033.85 at 86¼ Tls. 2,344.50 and

To freight to San Francisco on 208 bales Raw Cotton 2,045 ft. at G.$21 per ton 40 cu. ft. G.$258.43 at 86¼ Tls. 1,237.61 which sums plaintiff duly paid to defendant, the defendant thereupon receipting said debt memos.

6. On the 12th day of March 1917 after the said s.s. Nippon Maru had departed on her voyage to San Francisco defendant sent plaintiff other debit memos figuring the freight rate on a weight basis of G.$21 per 2,000 lbs. and demanding from plaintiff an additional sum of Tls. 654.31 which sum plaintiff refused to pay.

7. On arrival of said s.s. Nippon Maru at San Francisco defendant refused to deliver said cargo without first receiving the sum of G.$639 additional freight.

Each of the three bills of lading bears date February 27, 1918, and is marked "Freight Paid," which notation it is not denied, was made by defendant. In the latter's brief it is claimed (p.3): "The amount due was not the amount of freight on a measurement or weight basis as defendant might choose * * * it was the amount which was most to the benefit of the ship." But each bill of lading provides (Clause 9):

"Freight is payable on weight or measurement received or delivered at carrier's option."

By this we understand that defendant had an election to charge on a weight basis or on a measurement basis but that it was obliged to elect the one or the other; and such an election need not have been express.

"An election may also be implied—that is, inferred—from the conduct of the party, his acts, omissions, modes of dealing with either property, acceptance of rents and profits, and the like."

A party entitled to payment for his labor in either a certain rate gold or a certain other rate currency was held to have exercised his election by presenting bills for a particular rate.

Here defendant sent its freight bills computed on a measurement basis, accepted payment accordingly and marked the bills of lading "Freight Paid," and this, we think, constituted at least an implied election of the measurement basis. Indeed there is ample authority for the proposition that "the right of election does not exist after the day when the payment becomes due." This applies to one who has an option as to the form of making payment and we see no reason why it should not be equally applicable to one, like defendant, whose option relates to the basis of requiring payment. Under clause 8 of the bills of lading "Freight is payable in advance * * or on delivery * * at carrier's option." Defendant having sent bills and accepted payment "in advance" evidently exercised the option of rendering the freight so payable and under the rule last above quoted the right of election ceased. At any rate it is elementary that such an election once exercised is final except for grounds which do not exist here. As observed in a work above cited,

"Where an election is once made by the party bound to elect, either expressly or inferred from his conduct, it binds not only himself, but also those parties who claim under him."

"Whenever, by law or by contract, a party has laid before him a variety of steps, the taking of one of which excluded another or the rest, he must choose between them. After his choice is made, and by words or by acts expressed in a manner suited to the particular case, he cannot reverse it; he is said to have elected the one step and waived the other."

II.

Defendant alleges:

"that the Bill of Lading in question bore in plan type the statement 'Rates, Weight or Measurement Subject to Correction,'" and "that by virtue of the above mentioned clause or otherwise it is the usage in the trade between Tientsin and America to retain a lien on cargo until all charges which might issued, if levied at a later time but before delivery of cargo, are paid, and that this usage was known to the defendant, and was by him impliedly admitted to control his rights in the case in dispute."

We are disposed to agree with plaintiff's counsel that "correction presupposes a mistake in fact; otherwise there is nothing to correct." But defendant nowhere claims to have made a mistake in computing its original charge. Indeed its brief declares (p. 3): "There was no uncertainty at any time as to the amount due." Clearly then there was no occasion for correction. Moreover, defendant's manager testifies as the sole reason for demanding the additional amount here in controversy, that "the weight basis figured out to the advantage of the company." But surely this might have been ascertained before the freight bills were sent and payment accepted, and failure to have done so affords no ground for revoking the election actually made. The marginal clause invoked by defendant was evidently intended to provide a remedy for errors in "rates, weight or measurement" but not to enable it, on an afterthought, to increase its charge where no such error had occurred.

Nor does there seem to be any room here for applying the rule that a bill of lading may be contradicted and shown to be erroneous. Defendant did not attempt to prove that the notation "freight paid" was false; all that it claimed was that after such notation had been made and payment accepted thereunder, it sought additional payment by reason of a new computation upon a different basis.

We are unable to find that defendant has proved the last averment above quoted. The testimony fails to establish a general custom such as is there alleged; the witnesses who were called spoke principally of what they would do under certain circumstances and were notably lacking in concrete examples. But even had such a custom been proved it could not override the plain provisions of law and contract by which defendant was given the option which it exercised.

"A custom or usage which is repugnant to the terms of an express contract is not permitted to operate against it, and evidence of it is inadmissible; for while usage may be admissible to explain what is doubtful it is never admissible to contradict what is plain."

We must find that defendant was not entitled to demand the additional payment of $639.00 and as there is no claim that it was a voluntary payment but, on the contrary, it having admittedly been made solely to obtain the delivery of cargo whose freight charges had already been paid, plaintiff is entitled to recover it back. Had the petition prayed for interest it likewise would be awarded but the prayer is limited to the amount and costs, there being not even a prayer for general relief.

It is accordingly considered and adjudged that plaintiff have and recover from defendant the said sum of $639.00 United States currency, together with its costs.

By the Court.

CHARLES S. LOBINGIER,
Judge.

ANNOUNCEMENT

Laou Kiu Chwang & Company

take pleasure in announcing the completion of their new building at P-128 Nanking Road. Preparations are now under way for the grand opening when the salesrooms will be thrown open to the public.

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WARNS THE ALLIES OF RISK IN VICTORY

Democracy's Triumph Futile, Says Bennett, Unless Based On Golden Rule

JUNKERS MUST BE CRUSHED

But The Sermon On The Mount Must Govern Relations With Others

By Arnold Bennett

London, August 2.—"Yes," you will say, "he is going to give us the usual anniversary stuff about the war, and it will be very tedious and hollow."

I doubt if I am going to give you the usual anniversary stuff. I may be tedious, but I will not be insincere. As a fact, the usual anniversary stuff about the war improves each year. It improves because in the early years of the war we learned small lessons—lessons about details. In the later years we are learning the greater lessons—the lessons about principles. Also we slowly acquire the excellent, if painful, habit of looking facts in the face. Also, as the years pass, there are more and more facts to look in the face. The perspective of facts is longer, and our judgment is accordingly truer.

We can now see that some of the things we have done are more marvelous than we had thought. Indeed, it cannot be denied that we have done things which four years ago everybody would have said to be ridiculously impossible. Grit and tenacity we expected from ourselves. They have been displayed in the fullest degree. Valor we expected from soldiers of the race which frightened Napoleon. It has been displayed in the fullest degree.

Achievements Of Organisation

But did we expect from ourselves remarkable achievements of organisation? I do not think so. We were regarded, and we regarded ourselves, as "muddlers," as exemplars of the art of which any race might be proud, and the creation of our new armies, whatever its terrible faults, amounts to the most stupendous organising achievement in history, as history will later admit. "Getting there" by devious and unplanned routes, yet on the whole we have organised very well, and some of our achievements in this line—for instance, certain big railway transportation jobs behind the front and the food job at home—have unquestionably proved the existence in us of a faculty for organisation.

Again, did we expect from ourselves intense industry? We had decided, or a few journalists had decided for us, that we were slackers whose moral stamina had been undermined by prosperity; that we were incapable of intense effort sustained over a long period. We have handsomely disproved that theory. We have worked tremendously and continuously. Idleness, which once was a glory, has become a reproach, and we are working now as hard as ever we worked—perhaps harder—and our women, though I maintain that they ought to be doing more than they are doing, have assuredly surpassed the record of the women of any other free nation.

There remains the financial side, which possibly is the most astonishing of all. In the matter of taxation for war purposes no other country can yet compare with us, and citizens of no free nation have ever imposed on themselves burdens at all comparable to those which we quite willingly and eagerly have set ourselves to bear.

Waste Due To Conservation

I admit that the debit side of the account is heavy, but I think that all the items in it beyond those which are due to the common defects and weaknesses of human nature can be traced to one general cause—our extraordinary conservatism, our traditionalism, our exaggerated respect for vested interests, and our profound snobbishness, all which things spring from the same instinct. It is the verdict of the world that we have not made the best use of our military material, (and in the term "military" I include the word "naval"). We have, in fact, wasted a good deal of it, and the reason is the caste feeling and obstinate traditionalism of those who have handled and still handle our military material. I will not pursue this subject, but I am ready to assert that my feelings about it are shared by the thinking rank and file everywhere, and even in political regions with which otherwise I have no sympathy.

It is not that the aforesaid bigwigs have been unpatriotic, or that they have been venal, or that they have shirked their tasks. The contrary is the case. They are devotedly patriotic; they are underpaid, and they do not hanker after gain. They have toiled prodigiously. Ignorance, unwillingness to learn, lack of imagination, and obstinate reactionaryism are their faults, and grave enough.

The same backward, anti-democratic, and unprogressive spirit has appeared in the management of those political problems which have fallen specially to the old-fashioned departments of the Government. The Russian revolution might have been a source of strength to the Allies; it was turned into disaster for the Allies. Irish sentiment also might have been a source of strength to the Allies, and at first it was a source of strength; by the grossest, blindest mishandling it was turned not into disaster, but unquestionably into a very serious source of weakness.

And nearly all our labor troubles have been due to the same species of error namely, anti-democratic distrust of the mass of the people.

Will this immense error of tendency in high quarters be cured or appreciably mitigated during the course of the war? I do not think it will. The matter has gone too far. The war is too far advanced. The end of the struggle is relatively too near now. We shall have to win, and we shall win, in spite of frightful and costly errors.

Democracy's Lack Of Vision

I am, however, not out to praise democracy at the expense of anti-democracy, and I should like, with the utmost emphasis, to point out one thing against democracy which is far plainer on this anniversary of the declaration of war than it ever was on any previous anniversary: Democracy has not yet realised just what we are fighting for.

You exclaim: "What! You accuse us of not realising what we are fighting for? Are we not fighting for the defeat of Prussia, and are we not as completely determined today to defeat Prussia as we were this day four years ago?"

I agree. And I am convinced that the certitude of the smashing of Prussia was never so clear to the imperial mind as it is at this moment. Prussia, or that which stands for Prussia, is speedily doomed, and nothing but some prodigious political mistake on the part of the Allies can save those damnable warlords from the fate which they deserve. Even the few among us who at times lacked faith in the triumph of the Allied cause have found faith now, and you can see them strutting about as bravely as though they had never shaken their heads in ghastly apprehension of failure.

But the extinction of Prussian militarism is only a means to the mighty end for which we are fighting, and if we mistake that extinction for an end in itself we are undone. We have to destroy Prussian militarism simply because it is an obstacle in the path of human progress. If we destroy it and then wander away from the true path of human progress, we might as well never have taken the trouble to destroy it or paid the price of destroying it.

Fighting For A New Spirit

You say: "Well, we are fighting for a league of nations to prevent future wars." So we are; but a league of nations, however ably constituted, can be nothing unless it is the expression of a new spirit upon earth. That new spirit is the sole reality for which we are fighting and we have to realise this always and strive night and day to realise it more deeply. We want democracy, but democracy can only prosper in an atmosphere of mutual trust, an atmosphere from which suspicion and determination to get the better of everybody else at any cost are absent. The root of democracy is a large and kindly faith in human nature. It involves goodwill. It involves what Stevenson called "fundamental decency." It means that international relations shall be put upon the same basis and be governed by the same moral code as family relations and neighborly relations.

Imagine a village in which every villager suspected every other villager. Imagine a household in which every member stuck a wardrobe in front of the door of his private room and glanced frowningly and fearfully out upon the passages through a chink of the door. That in little is a picture of the village and of the household of nations in the past, and it will be a picture true also of the future unless we realise what is the supreme aim of this war.

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by watching your digestive powers

To make the most of food it is important to get full benefit from everything that you eat. If your blood is pure and abundant, your digestion will be good, and all the nourishment in your food will be absorbed. A poor appetite, indigestion, pain after eating, and general weakness, mean that your blood is failing to do its proper work. You need more blood.

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Start today to strengthen your digestion by obtaining a supply of Dr. Williams' pink pills from any chemist, or direct, one bottle for $1.50, six for $8, from the China Office of the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai. The price includes postage.

AN INEFFICIENT HUN

Failed To Drown The Gloucester Men And Let A Boy Escape

We are not quite sure what sort a reception the commander of the German U-boat who sank the Gloucester fisherman in the gulf of Maine last Monday will get when he reaches Berlin. The Hun, as those who read the press accounts of the sinking will remember, boarded the little craft, took her papers and an American flag that was in the cabin, placed a bomb with lighted time fuse attached under her and then rowed away, leaving her to be blown up and sunk.

No doubt the Kaiser when he is shown the papers of this small and helpless little boat and the American flag taken from her cabin, will signify his approval, but how will the commander fare when the All Highest begins to ask him for the questions about the sinking?

Then the German sailor, if he is a truthful man, will be forced to admit that every one of the twenty-three members of the fishermen's crew was allowed to row away in safety on a comparatively still night and not one made to pay the penalty of having been an American and a Gloucesterman. More than that, he will be compelled to acknowledge, if he is still frank with his master, that there was one 13-year-old boy in the crew who was permitted to make his getaway with the rest of the fishermen.

How will the commander fare when he makes this admission to the Arch Hun? Of course the ship's papers and the flag will make fine souvenirs, but from what we have learned of the Kaiser in the past four years, we know he would hold more highly the taking of the life of one American civilian than the capture of many pieces of paper the commander, it would be not to tell.—*Portland Press.*

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WB 168 a low bust corset

As sketch, medium length over hips and back, made in strong coutil and fairly strongly boned, well cut.

Size 20 to 30

Price $4.00 each

WB Corset 424

An ideal corset for tropical climates, made in strong net, low bust, long over hips and back, 4 suspenders. similar to sketch only longer on hips. Sizes 20 to 30 Price $5.00

JB Corset 528

An exceptionally good corset both in value and shape, medium bust, very long over hips and back, cut away front, made in best quality coutil and neatly trimmed, 4 strong suspenders

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$5.00

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All sizes, 4 suspenders

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A light corset, in finest batiste boneless hips waist bound strong elastic webbing, height only one inch above waist, an ideal Summer corset, or suitable for ladies who cannot stand any pressure. 4 suspenders.

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Another smart model in fine quality coutil piped with blue satin, low bust, fairly long over hips and back, full bust, four suspenders "as sketch."

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Bust Bodices in pink silk, trimmed strong lace to wear with the new W.W. bust corsets and fastening centre front.

Size 32 to 44

PRICE

$2.00

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A strong corset in a good quality coutil, well boned, medium bust, fairly long over hips and back, trimmed embroidery. Size 20 to 30

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Pretty Coloured Dress Lengths of 6-7 yards in Veronne Crepe Cloth.

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Heavy Winter Coatings in Grey Brown and Blue. 54 ins. wide.

Prices **$6.50, 7.50** per yard

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A corset low in bust—being only 2 inches above waist. A strong and short corset as sketch and made in strong sateen, bound at edge satin ribbon.

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As sketch above. A corset in fine batiste bound at edge with satin ribbon, low bust, full length over hips and back, lightly boned, suitable for average and slender figures.

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Today's Church Services

Holy Trinity Cathedral.—15th Sunday after Trinity, 8 a.m., Holy Communion 10.30 a.m., Mattins. Preacher: The Dean. Subject, "Can we do without mammon?" 6 p.m., Evensong, followed by the Dean's fourth lecture on 11 Corinthians.

St. Andrew's Church, Broadway.—10.30 a.m., Mattins. Preacher: The Lay Reader.

Union Church.—Sunday, September 8.—11 a.m., Preacher: Rev. C. E. Darwent, M.A.; Chant, 87; Hymns, 514, 413, 76, 98. 6 p.m., Preacher: Rev. C. E. Darwent, M.A.; Chant, 88; Hymns, 454, 216, 693.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads). Today's services in the above will be conducted as follows: Morning at 11, by Rev. F. W. Baller. Evening, at 6, by Mr. W. T. Herbert.

St. John's Pro-Cathedral Jessfield.—Evening Prayer in English at six o'clock. Preacher: The Right Rev. F. R. Graves, D.D.

St. Joseph's Church.—Sunday, September 8.—Masses at 6, 7, 8 and 10 a.m. At 10 a.m. high mass. Sermon in French. At 4 p.m. Bendiction of the Blessed Sacrament. Masses on week days 6 and 7 a.m.

Christian Science Society of Shanghai.—Masonic Hall, The Bund. Sunday Service 11 a.m. Subject: "Man." Sunday School 10 a.m. Wednesday 6 p.m. Reading Room open daily except Sunday 10.30 to 12.30 at No. 21 Nanking Road, Room 71.

Ships Supreme! -:- By Domino

Everybody in Shanghai knows "Domino," so there's no need to introduce him. He has been writing for The China Press *for years and he has produced some of our best Lyceum revues. He has just returned from a flying trip to America and this is the first of a series of articles by him describing American war activities. His caption on this article is "Ships, and Men to Man the Ships." In this series he will tell of his impressions during a trip in which he visited many of the shipyards, aviation camps and army contonments.*

By Domino

AMERICA is at war! No matter where you go, you see the khaki suits here, the sailor blues there, the silent appeals from the posters above, and the tread of countless feet below. Even the windows from every cottage send out their messages of pride and anxiety. The little service cross tells of the son bearing his part somewhere in France or on the high seas, and also hints of the heavier cross carried in every mother's heart.

Fifteen days in America does not seem long to get any kind of grip upon the many activities which that country is pursuing in the quest of Freedom and Peace. And yet the visit to three shipyards; where before there was none, the roaming around a camp of 50,000 men where twelve months before there was only a prairie; the entertainment at two great universities, devoted almost entirely to the training of young aviators, where before staid professors were to be seen mingling amid the throngs of studious maidens and athletic young men; and the privilege of attending a sports carnival run by two thousand lassies, all members of the United States Naval Reserve, gave one a definite idea that the land discovered by Columbus was in the war until "Its Over Over There."

But above everything else that made its impress upon me, was the herculean effort at shipbuilding. Wherever along that Pacific coast there is a patch of spare water, and border enough to put up a few slips, there can be seen either the frame work of some big liner, or the finished hull of an ocean carrier of food and men. At Victoria thousands of men hurried morning and night to take their shifts with the rivets, plates and hammers; especially at Seattle 35,000 men crowded into eight shipbuilding yards to work day and night, and a year ago only one yard was working with about one-tenth the number of men engaged. On July 4 of this year 8 ships were launched from this place alone. A little further down the coast at Portland, Oregon, I saw nine ships nearing completion and was informed by the very courteous manager who showed me around that the shipyards of that district had turned out a ship for each working day in the month, twenty seven hulls being launched during July.

But San Francisco! With its Golden Gate, with its glorious sunsets, with its happy crowd of inhabitants, with its myriad beauties, scenic and otherwise, to San Francisco—the Pacific Coast must give the palm for doing the seeming impossible in shipbuilding—and everything!

From the Alameda plant of the Bethlehem Shipbuilding Corporation, on Sunday, August 4, the Invincible, a 12,000 ton steel ship glided from her cradle after just 24 days work; a 12,000 ton steel ship laid down and launched in the same time that the ordinary man might spend in building a chicken coop. I asked how it was done and a proud riveter said: "Organisation, just mind and labor, the two twin giants which are pushing the world forward to man's great destiny." That is how a workman spoke! And how those workmen understand the idea behind their blows!

All along that Pacific Coast, and one is told the same tales by those who have come from the Eastern side of America, the hum of industry provides the merriest tune that ever man created. Neither Chopin nor Wagner, neither Museus nor Poeticus, has touched to life a more inspiring harmony than that to which the modern workman has attuned his ears and which he hears through the raucous whirr of the machinery.

If you cannot believe it, go to any of the shipyards, to any machine shop or any thriving factory and watch the faces of the men as they bend over the pneumatic riveter and the lathe.

If you don't believe it, stand near the gate some evening and watch these men as they come from their work, the pay of an honest and hard week's toil in their pockets, a smile on their lips and a song in their hearts. And after you have watched these men at their jobs, or coming from their jobs (as I did, absolutely fascinated), compare them with the before-the-war-time loafer—and draw your own conclusions.

Here is LABOR and CAPITAL in complete harmony, and all out for one purpose and that to win the war by giving their strength, intellect and wealth, to build boats, so that that Western Line may hold, preparatory to a triumphal advance, and so that the Allies may receive food and material, that in the great days to come, peace, built upon a sure foundation, may take the place of this sad world's strife.

(Note: Domino's next article, devoted to the activities of American women in the war, will be published in Tuesday's issue).

Travelette

The Sea Islands

The part of the South in the United States which is generally considered to retain most perfectly the famous ante-bellum atmosphere is the sea island region of the Carolina coasts. It consists of about a hundred and fifty low, sandy islands, which are warmed in winter by the Gulf stream and cooled in summer by Atlantic breezes. Here in the old days great fortunes were made raising long-staple, sea island cotton, and here the planter aristocracy of the South attained its finest flower. Beaufort is the leading city of the region, and is located on Port Royal Island, which is connected with the mainland by a railroad. Beaufort remains a picture of the old South, for its water front is still lined with residences of that period, built of "tabby," a mixture of oyster shell and cement, their gardens filled with the color and fragrance of orange and magnolia.

The island region itself has changed little, although the old plantations are not the busy places that they were, and rich Northerners, who have bought up the lands as winter homes and hunting preserves, have to some extent replaced the old Southern stock. As a sporting region, this is unexcelled, for deer and wild turkey and all smaller game still abound in the wilder swamps.

There are many old people about Beaufort and Charleston who can tell you the tales of the old days, a bit wistfully, when the planters lived in state on their island domains, and journeyed to town in great galley-like canoes, rowed by singing darkeys.

The Russian Problem And Its Solution

By Manuel Komroff

Editor's Note: Mr. Komroff is preparing a series of articles under the above caption of which the following is the first. Mr. Komroff, formerly a newspaper man and art critic of New York, went to Russia immediately the Tsar was overthrown and while in Petrograd was associate editor of The Russian Daily News. He lived through all the thrilling days of transition, talked with Kerensky daily, witnessed the break up of the Kerensky Government and the collapse of the Russian army, followed by the rise of the Bolsheviki. In recent weeks he has contributed informing articles to The New East and the Japan Chronicle. He will treat with sympathy the whole Russian situation and endeavor to offer a solution.

I.

WE are fighting today for Russia's liberty. England, France and America are fighting for the liberty and freedom of a hundred and eighty million Russians, as well as for their own. In the last few weeks we have acquired a new interest. We have added a new front to the War of Liberation—the Siberian front.

The blunders of the present Russian regime in Moscow have not disheartened the Allies, nor have they blinded them to the fact that if Germany wins on the Western front, the liberty that Russia has gained would be lost forever. Nor have the Allies ever dreamt of concluding a peace with Germany at the expense of Russia.

Naturally many of us resent fighting Russia's battle against the demons of Berlin. The sudden Brest-Litovsk Treaty has doubled the burden on our men. This treaty was hardly fair to the Allies, yet to those of us who were in Russia at the time, it was inevitable.

In order to review the present situation in Russia with the hope of drawing a few logical conclusions or proposing a solution we should briefly recall the steps that led to the chaos we have today. In doing so let us not fall into the error of being influenced by sentiment or prejudice. Let us review the past fairly, without partiality and if possible look at the nakedness of truth without blanching or blushing. Only in this way can we hope to arrive at any honest conclusion.

The Old Regime

The story of the old Regime in Russia, from Peter the Great to Nicholas the weak is a long history of persecution and graft. The revolutionists in Russia, go one better and claim it to have been a history of rule by iron fist and oppression. On the other hand the upper classes of Russia say that it was the only kind of government that the people were ready for. Truth is to be found between extremes.

In free countries today it is generally admitted that the old Regime of Russia was a record of persecution and corruption of a small minority pitted against a vast majority. That the people were not prepared and educated for a better form of government is the greatest crime of the old Regime. The doings of this Regime, and what is more important, that which they have failed to do, is the direct cause of the present tragedy of Russia.

It is generally admitted today that the failure of the old government to educate the masses of Russia was a monstrous crime against our civilisation. We feel the effects of it now.

Only ignorance can menace. The profound ignorance of the Russian masses and the conceited ignorance of the German classes are the two thorns in the bleeding side of civilisation today. The German thorn can only be removed by drastic surgical measures but the Russian thorn is different—it must be handled with delicacy and sympathy.

During the violation of Belgium, Russia mobilised an army of tremendous size. Nobody seems to know exactly what its size was. I have asked many military experts in Petrograd but their opinions differed. Some said it was six million men, some eight million and some even ten million. A conservative estimate I think would be between seven and seven-and-a-half millions of men.

Seven-and-a-half millions of men but without guns, ammunition or proper food! In the first few months of the war when Paris was threatened and the battle of the Marne was in progress, the pressure was so great that the only way it could be relieved was by an engagement on the Russian front. An event of this kind would force Germany to detach troops from the Western front in order to defend the Eastern.

The Hundred Thousand

A hundred thousand Russians had to be sacrificed. They knew it yet did not complain as they picked up sticks and clubs for want of rifles. The figures are now at hand. They had seven rifles to each company of two-hundred and fifty. They rolled across "no man's" land more like a hunger mob than an army; a force of sheer numbers; numbers and nothing more. But the desired effect was obtained. Germany had to bring troops to the Russian front. The pressure on Paris was relieved.

This incident caused much comment. The minister of war was called to task. After some months he said that the army was now well provided for, but again men were sacrificed; sacrificed without a proper chance given them to defend themselves. And again and again he said that the army was well provided for.

He was the first of the Old Regime to be tried by the Kerensky government. Industrial men testified that they had placed their factories at his disposal, for the manufacture of guns, shells and bullets, but each offer was refused with the statement that the supply at hand was sufficient. He was found guilty of treason. If ever a man needed an execution, he did. In fact, he needed two; one for his deed and another for his conscience. The provisional government, however, was very lenient and he was merely exiled.

As more facts came to light it became clear that this minister was by no means alone in his conspiracy against his people. He was typical of the regime. In one way or another all were involved. From the petty officer that managed to get a "rake-off" on provisions to the Prime Minister all were guilty. Even the Tsar himself was not entirely free of suspicion. The "Willy-Nicky" telegrams, since published in English, are but a few of the friendly messages exchanged between the Kaiser and the Tsar.

Let us not harp on this subject too much, as the unfortunate ruler is not in a position to defend himself. And if he could, it would probably be pointed out, as I hope history in the future will, that he was merely a tool in the hands of his friends. The same friends who left him in the hour of need, as rats leave a sinking ship. Or were they German agents?

Men were taken from the fields to fill the ranks of this over-large army. The greater portion of the army lay idle waiting for the supplies which they were never to get. Although they were idle, they ate. They ate a large hole in the national food supply. And it was not long before a point was reached when the army was eating more than the women and boys on the fields could raise. Their allotments were reduced but still they had to eat.

The Birth Of The Revolution

When the Cossacks, (who were a class privilaged by the Crown and therefore expected to do its bidding), were called out to suppress the hunger rioters they sided with the mob; they sided with the people against the government. This was the birth of the revolution.

The revolutionists who through patriotic reasons desired to delay their propaganda and work till after the war, were now incited into activity. It must be remembered that the revolutionists did not start the revolution, it was the hunger rioters of Petrograd and the Cossacks who sided with them, that started the movement.

Historically the fall of the Tsar was bloodless; bloodless compared to the fall of Louis XVI, or The American war of independence, or the Waterloo of Napoleon or the war that liberated the black people in America.

The fall of the Tsar was celebrated in every democratic country. Little did we realise then what was bound to happen. It all seemed logical and we were proud of the fact that the Allies were not in league with any Imperialistic Government.

Our slogan—"The World Safe for Democracy"—could not have been born were the Allies in league with the old regime of Russia, that is unless they had granted the people a constitution and had undertaken the education of the masses. This could have been do so easily, but the fact remains that it was not done.

What is past is past. Let us not cry over spilt milk while a Niagara of blood is flooding the world. The burning question is: What should be done now? But before we can answer this we must also review in a general way what happened in Russia between the failure of the Tsar's government and the blunders of the Bolsheviki.

The Rise Of Kerensky

As we all know, Mr. Kerensky was a lawyer and member of the old Duma. He was young and active. It was this activity added to his brilliancy and force of character that placed him at the head of the Provisional Government. At first he was the only socialist in the cabinet. Later the ministers of agriculture and labor were also socialists. After Milukoff resigned, Kerensky became prime minister and also Commander-in-Chief of the Russian armies.

The magnitude of the task before him can hardly be imagined. If we can conceive of a single individual having the work of both Lloyd George and Sir Douglas Haig we have only the smaller half of the problems that stood before Kerensky. For even then the country was divided within itself and the army sick at heart from lack of supplies.

As Prime Minister, Kerensky had opposition from the conservative members of his cabinet and also from the extreme radical groups of workers. These workers refused to enter into the "Workers' and Soldiers' Committees" but formed small unions of their own. The consolidation of these unions later became known as the Soviets. And even the "Workers' and Soldiers' Committee" opposed many of Kerensky's proposals.

Being threatened, on one hand, by the conservative elements if he tolerated the radicals and on the other hand by the radicals if he allowed the upper classes to obtain power, his position was most delicate to say the least.

It was because of these internal squabbles that the Allies delayed recognising the Provisional Government. The promised aid which at the time would have meant much was also not forthcoming. Even then it is very doubtful if Allied aid could have saved the situation. This is a question that our future historians will debate but personally I am convinced that although Allied aid would have prolonged the agony of the Provisional Government it would never have saved it.

About the only real aid that came to the Provisional Government came from the United States. It is to the credit of that country to state that their Embassy in Petrograd was the most friendly and demanded nothing in return from the Kerensky government. So far as I know it was the only one that acted in such a manner.

The main task before Kerensky was to hold the land together until the time arrived for an assembly to be elected. This Assembly was to decide the fate of Russia. This Assembly was also to draw up a constitution.

Great strength was required to steer the corrupted ship of the old regime into a harbor of safety. The problems were many and of such a nature as have never appeared before. Referring to history did one little good, for if similar problems did appear their solutions would not have been applicate to Russia.

Kerensky worked day and night with the slogan—"Hold the land together." His frail body it seemed must be crushed by the weight he had undertaken to carry. Often as he sat at his desk in the Winter Palace, after a fifteen hour day of conferences the special telephone would ring. The telephone was connected directly with army headquarters at the front. Something was up; something dreadful had happened; the Commander-in-Chief was wanted at the front. With a final burst of energy he would bundle himself into a great army coat and leave post-haste for the front.

Faraday was once asked how it was that so scientific a man as himself could attend Church. He replied that when Sunday came he closed the door of his laboratory. And so Kerensky when he left for the front would shut the door on himself the Prime Minister.

At the front he was Commander-in-Chief; a different men entirely. His very looks and manners changed en route. At last he would arrive. He would be confronted by a map or the resignation of one of the generals. At these occasions his face was pale and cold perspiration would come to his brow, but, with bending head, he would start talking in a clear unfaultering voice; quietly at first, yet firmly, and firmer and firmer it would seem to become. On these occasions he always emerged the victor.

"Give the poor man an hours' rest," his secretary would plead as the early hours of day were approaching. But he was never allowed to sleep long as the special telephone beside his army cot would again ring. Something had happened in Petrograd. Either it was the fact that two ministers resigned or the railway was congested. At any rate he was needed in Petrograd, urgently.

He would, at once, prepare to leave but not before he reviewed the troops. The bugle would sound. Everything would stand ready for a quick departure but he always insisted on seeing the men who were defending Russia under dreadful odds and appauling conditions. He must console the defenders of Russia and the Revolution.

(Note: In his second article, to be published in next Tuesday's issue, Mr. Komroff will deal with the army under Kerensky, the changing relationship between officers and men, the abolition of capital punishment and its effect on the army, Korniloff's attempt to seize the government and the mystery of the fall of Riga. Much of this matter is now being told in English for the first time.)

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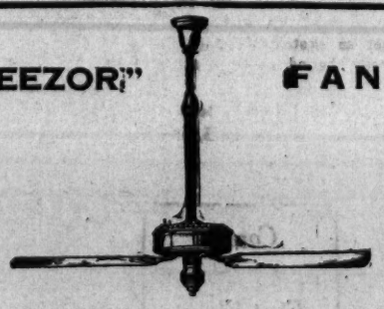

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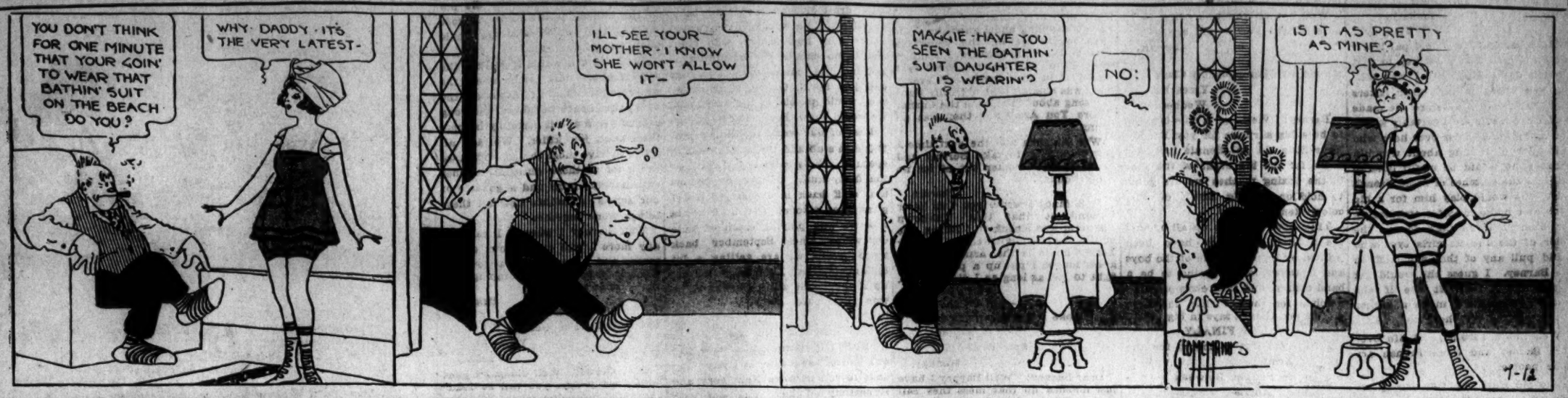
Bringing Up Father — By George McManus


YOU DON'T THINK FOR ONE MINUTE THAT YOUR GOIN' TO WEAR THAT BATHIN' SUIT ON THE BEACH DO YOU?
WHY DADDY IT'S THE VERY LATEST-
I'LL SEE YOUR MOTHER I KNOW SHE WON'T ALLOW IT-
MAGGIE HAVE YOU SEEN THE BATHIN' SUIT DAUGHTER IS WEARIN'?
NO:
IS IT AS PRETTY AS MINE?
GEO MCMANUS
7-12

Love, Home and Table Topics By Clever Writers

Daily Home Magazine Page

A Good Page to Read in the Leisure Hour

Necessity The Mother Of Invention

By Woods Hutchinson, A.M., M.D.

Ichthyol is in a somewhat different case than the coal tar products, although both have been held up by the war, because it is manufactured from a bituminous oil extracted from certain slates and shales, which contain the oily remains of certain extinct or fossil fishes. These were presumably trapped and buried in the mud and silt by a flood or possibly volcanic eruption, when the rock was laid down at the bottom of some salt water lagoon.

This is what gives it its curious but rather euphonious name which means literally "fish oil" from the Greek word Ichthus, a fish. Anyone who has once got a good sniff of the strong-smelling tar-like stuff will agree that the name fits it admirably, for it has in the classic language of Trinculo in The Tempest "a very ancient and fishlike smell."

These oily shales were only known to exist before the war in southern Austria and in Rumania, but now under the keen necessity of finding an American source of supply, our eager search has been rewarded by the discovery, recently announced, of Ichthyol in the oils of certain Wyoming wells. As the amount present is stated to run as high as three pounds or more to the barrel of oil, and as ichthyol at war prices is worth several dollars an ounce, the fortunate well will be a real "gusher" of the gold mine variety to its owners.

While ichthyol is not life saving like salvarsan, nor of such extensive use as the pain relievers from coal-tar, it fills a very important field of its own. Owing probably to the sulphur compounds contained in it, which help to give its penetrating smell, it possesses an almost unique power of relieving itchings and burnings, and nearly all itchy eruptions of the skin such as eczema. It is the one great remedy which we can rely upon both as an external application and by the mouth, to relieve that moderately common and most unbearable of itchy eruptions, hives, or nettle rash, technically known as urticaria, which is simply Latin for nettle rash.

So that a sigh of relief will go up from the chronic sufferers from urticaria, who number their thousands all over the country, at the good news, that a plentiful supply of ichthyol as a balm for their itching wheals, at a reasonable price, is now in sight.

The discovery is peculiarly apropos just now because one of the minor discomforts caused by the war bread, both in Europe and here, is attacks of urticaria, or hives of a rather mild variety, but still quite enough to be uncomfortable. They probably only occur to those who are sensitive to the proteins of whole wheat flour as distinguished from white flour, or of barley, oats, or rye, used as substitutes.

The remedy, if an attack becomes troublesome, is to discontinue war bread and live for a few days upon potatoes, rice, macaroni, and other bread substitutes.

Ichthyol also makes an admirable and most soothing dressing for slight cuts, burns, and scratches, boils, acne, and other pimples, when dissolved in collodion and painted over the surface. Several of the most popular quick dressings for cuts and scratches, which have taken the place of and are a great improvement on the old court-plaster, contain ichthyol.

Ichthyol is also useful as a mild intestinal antiseptic and for the relief of gas formation or spasmodic conditions in the stomach and bowels. Curiously enough, though its odor is abominable, its taste is comparatively mild and unobjectionable, though if the patient happens to belch after a ten-grain capsule of ichthyol, he is apt to think that he has swallowed a small chunk of the infernal regions.

Our other more serious and more extensive shortages in the chemical line are also being made good in a satisfactory manner. Phosphate rock for instance which is of the greatest importance for restoring worn-out soils, particularly for the growth of that most important of all crops, wheat, has now been discovered in considerable amounts in various parts of the country, and is being dug up, crushed, and placed upon the market.

The second member of the great trinity of soil fertility, potash, is also being extracted from feldspar, and from the abundant crops of kelp and other seaweeds along our coasts.

The third, nitrogen, or nitrates, is now being actually manufactured out of the air, after many delays, upon a modest scale as yet, but one which has limitless possibilities of future development. The bill authorising and subsidising the construction of these nitrogen from the air plants was the one piece of intelligent chemical legislation which Congress could be induced to pass, largely because it had behind it a well organised, local political influence of the old fashined sort.

The consequence was that when the politicians had got their appropriation, they didn't seem to know what to do with it. But when we came into the war ourselves, some of the experts of the War Department took a hand in the game, because nitric acid and nitrates from the air are of great value in the manufacture of high explosives, and under their management, the wheels finally began to move.

All Over The Far East

The Jewish Community (Kehillah) of Tientsin was re-organised September to include the Tientsin Jewish Association, the Adath Jeshurun and the Jewish Cemetery. Religious Services will be held during Rosh Hashanna, September 6 and 7, and Yom Kippur, September 16 and 17, in the rooms of the American Chamber o Commerce, 29 Rue du Baron Gros, donated for the occasion by L. O. McGowan. A special notice will be sent to Jewish soldiers stationed in Tientsin to attend these services. The officers of the Community are: W. B. Zasnikoff, President; G. P. Steinberg, Vice-President and George E. Sokolsky, Secretary.

Charles A. Wong, Manager of the Chinese American Bank, Honolulu, is in Tientsin to visit friends.

A movement has been initiated by ten American returned students to establish in Tientsin an American Returned Students Club. Y. T. Lou, President of the Returned Students Club, is enthusiastically supporting the effort and $1,000 has already been subscribed. When $5,000 has been contributed, a suitable club house will be fitted out. The American Returned Students feel that they ought to have a meeting place which would provide an environment similar to that which obtained while they were in America. Plans were discussed at a meeting where subscriptions were taken up and a committee appointed to canvass American Returned Students.

General Booth has cabled from London the news of the promotion of Colonel de Groot, the leader of the Salvation Army in Japan, to the rank of Acting-Commissioner. This officer has done over thirty years' service in the Army and is the first Hollander to reach this high rank in its service. Lieut.-Colonel Yamamuro, the Chief Secretary, has also been promoted to full Colonel. He has served in the Salvation Army since the beginning of its work in Japan twenty-three years ago.

The N.Y.K. are expected to resume their Vladivostok service (suspended last spring) in October or November.

It is reported that a party of Japanese military aviators and mechanics, whose departure has been delayed owing to the despatch of troops to Siberia, will leave Japan about the middle of September for Italy.

The new Japanese Marshals' and Fleet-Admirals' baton soon will be conferred on Marshal Prince Fushimi, Marshal Prince Yamagata, Marshals Oku, Hasegawa, Kawamura and Terauchi, Fleet-Admirals Inouye, Togo and Ijuin.

A contributor to Lloyd's Weekly writes: "The rumors of a possible marriage between the Prince of Wales and an Italian Princess are being revived, but I doubt the likelihood of such a match. We have had the same thing in past about the Russian and Rumanian Royal families. In all cases there are religious difficulties in the way. I fancy we shall see a Princess of Wales drawn from some old English family. Nothing would certainly be more popular."

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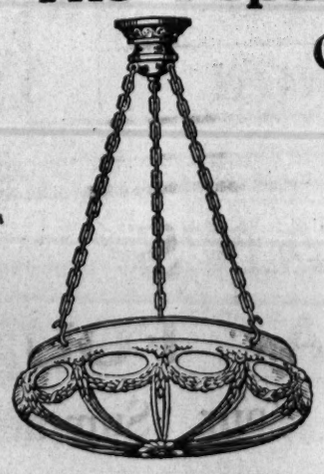

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Yaphank Bennie Is Still Out Of Luck

By Frazier Hunt
(*New York Sun*)

Ymca hut
Tuesday

Dear Barney: Well old pal I certanly am glad that I got hep to that French dame Madelene I was telling you about in my other letters and got wise to her before she made a sucker out of me. I certanly would feel sorry for a solder over here who didn't know nothing about wimmin because he would be awful lible to fall into the clutches of some Frensh skirt who would play him for a big boob and make it awful embarasing for him. I would like to see the color of the Frensh girls eyes who could pull any of that ruff stuff on me Barney. I guess she would get stigmatism of the left eye if she watched me until I made a sucker out of myself over her.

Well this is sure a great life over here Barney and these Frensh are some people.

The old man who owns the place here where we are bileted is named Mosir Shomo and every time he sees one of us soldiers who lives up stars over his barn, he bows and takes off his cap and smiles and says "Bone jar, mosir," which I dont suppose you know what it means, but is it "Good morning, mister."

Well what do you suppose us fellos say back, Barney. Well we say something like this—

"Bone jar? What do you meen talking to me like that?

And that old man just stands there and smiles and bows and says, "mercy, mercy" which means "Thank you." And then when we get all thru cussing him out he bows again and says Bone Jar again and then he goes on.

But say I guess nobody gets by his old woman with any ruff stuff, Barney. Shes got a lot of hens around the barn here and yesterday Jake Freeman got wise to where they was laying eggs and he made a tour of inspection and he got six. Well the old lady seen him coming out of the barn with his pockets bulgin out and she was kind of sudpicus and there certainly was something doing.

Jake tried to talk faster English than she could Frensh but Jake didn't have no more chance than if he was tong tied. Before he knew it she had them six eggs back and was making Jake pay two franks for them, which is 40 cents, and I gues she told Jake that the next time she cought him stealing egs she would take all his money away from him and all the rest of his close to outside his pants

Well bone jar Barney
Your old pal

BENNIE.

All Play On The Fourth

Friday

Barney: Well Barney while you are playing around in the park with that girl of yours on next Thurs. which is the Forth of July don't think you are getting away with anything that us solders over here aint having. Becaus Barney we are alredy planning on having a big selebration in honor of Washington and we are not going to have any drills at all or nothing but just play all afternoon.

I dont know yet just what we are going to have but I gues it is going to be a band consert and maybe some games and a boxing mach with each company in our battilun pickin out there men to fight for a battilun champinship. Anyway we are certanly going to have a big day and I wish you was going to be here to enjoy it Barney.

By the way Barney don't forget to tell me when you write how you and the widow is coming out. Of corse there ain't much that a fello can say especully when she has got that four year son tied onto her skirts, but there is a lot of fish in the sea yet Barney and I would not go swallowing no hook to soon if I were you.

A fello can have a lot of fun in the army and before I married onto any family responsibilis like that I would think about coming on in and not put in no exemption clame. It aint never going to be hard Barney to pick up a widow especully if they have got four year old kids like she. and especully after this war is over. Men is going to be scarse as hens teeths after this war and you won't have no trouble then at all.

Well I wish you was going to be here for the Forth. By bye

BENNIE.

Bennie In Championship Class

Ymca hut
Wednesday

Barney: Well I gues this is going to be a big surprise for you Barney. Your little old pal Bennie has been chose for the big event of the year in the boxing maches we are going to hold on our big Forth of July celebration tomorrow.

They have got bills up all around the battilun and they have been printed by hand by some of the boys and it says there is going to be a band consert and then championship maches for the battilun in three classes and then it says in big type:

GREAT FINALY
Supreme Championship for the Army
To Be Fought Between
Bennie Morris
and
The Unknown Phantom
5 Rounds to a Finish.

Well yesterday a couple of fellos come around and said that they wanted a big show put on and that there was a fello from another division who thot he could fight and wanted to box for the championship of the army and that they said sure they would find a man to fight him and they picked me right away.

Of corse I hung back a little bit at first but they said that he only weged a 134 pounds and I wouldnt have no trouble knocking him out and that they would help trane me and everything like that, so of corse I consented. And here I am Barney all ready to battle for the championship of the whole army.

They got the ring already built in the town square and that is where we are going to fight. Of corse I havent boxed much except out to the camp but I aint seen nothing around over here that I would be afraid to mix a little with.

Personally I am not blood thurste as you know Barney and if this is a pretty decent boy I will let him down easy and advise him to stick a cople of rounds and then act like he was knocked out and take the count. But of corse if he wants to get ruff then I gues he will find that I can get about as ruff as anybody.

Well I wish you was going to be one of my seconds tomorrow Barney. By by

BENNIE.

Something Struck Him

Friday, July 5.

Barney: Well I would just like to find one fello in the army that was not a doble crosser and was right on the square, Barney. If you try to be desent to a fello over here right away you will get doble crossed and from now on I am not going to trust anybody in my site.

I gues I was telling you Barney in my other letter that I was down for a little fool play boxing match that was put on just for fun and to show these homesick solders over here that things wasnt as bad as they might be and that you could still have fun on the Forth of July even if you was 2 thosand miles away. Some fellos asked me to go in the ring and box a little with some fello and not to hurt him and just to kid along and of corse that was just what I done.

The fello was billed as The Unknown Phantam or something like that and when I saw how small he was of corse I said right away to myself that I would not hurt him. Well he was introduced and there was about a half a thosand solders around the ring we had and when I stood up everybody cheered.

Well we started sparring and all the time fellos was kidding me from the side lines and I was answering back and of corse this boy being small I did not want to hurt him so I just let on like I was hitting him. Well everybody kept hollering "Mix it?" "Nail him Bennie!" and everything like that but I kept right on playin.

Well pretty soon this fello cut loose with everything he had and I wasn't watching and I guess he must have cought me on the venerable part of the chin because I kind of went down, and when I come to I was over in my corner and everybody was singing that old Billy Sunday song about "Brighten the Corner Where You Are," and they was all laffing.

Well Im thru and the next time I help it will be to take Berling and not be made a sucker out of for no army holliday.

BENNIE.

P. S. Since I wrote you this letter I found out that that Unknown Phantam was Knock Out Burns, one of the cleverist lightweights in New York who is in the army now. I guess maybe I put up a pretty good fight to last as long as I did anyhow.

BENNIE.

The Smoke Fund Consoles Him

Bilet
Somewhere in Franse
Monday.

Dear Barney: Well Barney I have just finished up that mess they call mess and I am sitting up in my bilet now cooking a pill that was just handed out to us. I gues you know that I ain't very strong for newspapers because some of them give me a raw dele when I was at the training camp and some of them frosh corruspondents wrote me up and told a lot or lies about me, and then I used to have some jams with one of them birds named Sam, so I aint been very frendly with them. But I got to hand it to em now because I am smoking cigeretes right this minute that come from The New York Son and any time that papers want to send smokes to us boys over here in Franse then I am for them.

Everybody otto give money for them smoke funts for us solders because when you are over here in Franse you are lucky if you get good old Am. pills and honest Barney I would just as leaf smoke horse hair as the tobaco you buy over in Franse. I gues horse hair would taste about as good and smell even better and wouldnt cost nere as much.

It ain't much to do for us solders to give us tobaco and I would be ashamet of myself if I was a citizen of America and was not giving something to one of them tobaco funts. But of corse I dont mene you Barney because I gues you got about all you can do to buy tobaco for yourself.

Well we been drilling all day out in our big drill fields about a mile from this town and we certanly been steppin on the gas and lettin her roll. I would sure hate to be them hunns when this draft army gets started and if they would only let a few draft divisions in the trenches I gues we could all be marchin under the Linden in Berling by Thanksgiving time at the latest.

But of corse you got to consider that we are the real President Wilson when it come to an outfit and them other draft divisions would not be in our clas, but I gues that if they would show them how solders who didnt put in no clames for exemptun or nothing like that or didnt hurry up and join no N. G. outfit just so as they would get out of the draft, well we would show them what fightin is.

Most of our work in traning now is trensh stuff and we got all kinds of speculty schols where you lern all this fansy stuff. Of corse we had all that stuff back in the states and I gues these officurs over here musta thot we was playing catch or tidle dey winks since September back there becaus we are getting a lot of it again. But I should get all het up if they dont want the war to be won right away and want to drag it along.

This morning we was diggin trenshes and Barney if I have dug one foot of them ditches I have dug enuf to run between New York and Kansascity I have dug em with spades, shovels, picts, spoons, mess kits and my fingers. In nine minutes I can dig a trensh big enuf to berry Fred Fultin and Jess Willart together in and if the war coulda been won by digging trenshes it woulda been over in 1915. And here they brung us clean over here to Franse and put us at diggin fansy trick trenshes agin. Its just show, eh Barney.

Then we do all kinds of stunts here and have schols for the bombers, and automatick rifle men, and grenaders and Stocks morter batteres, etc, etc. I gotto hand it to them Stocks morters because they are lilies of the del. Barney.

They look like a 4 inch gas pipe about two and a half feet long pointed up and they drop a shell about a foot long in there and at the bottom of the shell there is a shot gun cartridge: and you drop in this shell at the mussle and when the shot gun cartridge hits the pin at the bottom of the barrel it goes off and the charge fires the whole shell out of the gun.

Well you can watch it go thru the air tumblin one end over the other and when it explodes the shell rips apart in about 200 long jagged peces and it certainly is some little hunn joy killer. We are all going to have those things. Then we got a lot of these automatick rifles and machine guns and a goodele of our schols is teachin how all these things work together.

Well Barney I gues if I tell you any more I will run a fowl of the sensur and I have run a fowl of enough birds without bumping into him. Bone swar,

BENNIE.

Good Advice For Gertie

Ymca hut
Tuesday

Dear Gertie: Well old pal I gues before many days you will be reading about us being in the trenshes and fighting them yellow hunns and I gues before long they will have to date the despatches from Germany to. And I gues maybe we will not be glad or nothing like that when they turn us lose and tell us to go get them birds.

Of corse I suppose some people back home and especully some girls is going to be worried a lot about some solder boys they are interested in becaus maybe they would come back without no left leg or maybe some of them would not never come back at all. Well Gertie that is part of the game and it is why girls should never do nothing that would worry there solder boys and especully should never run around

(Continued on Page 13)

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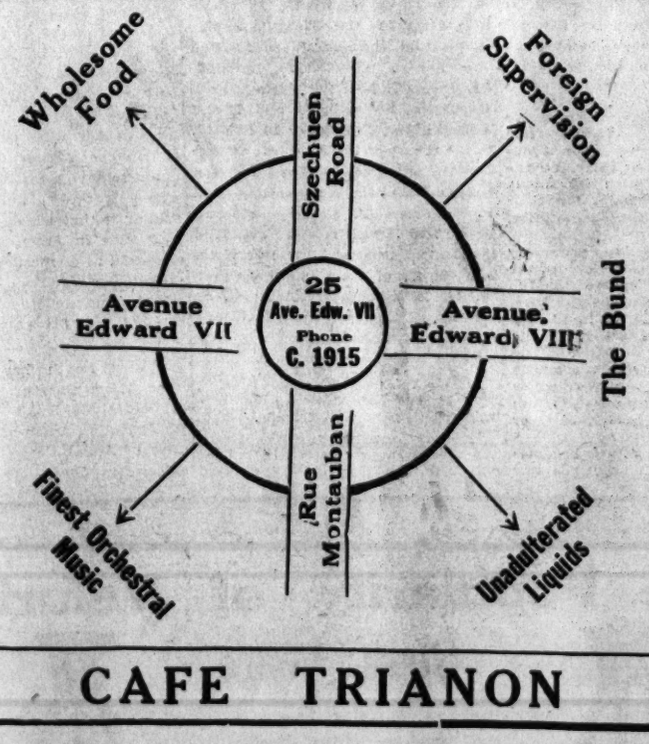

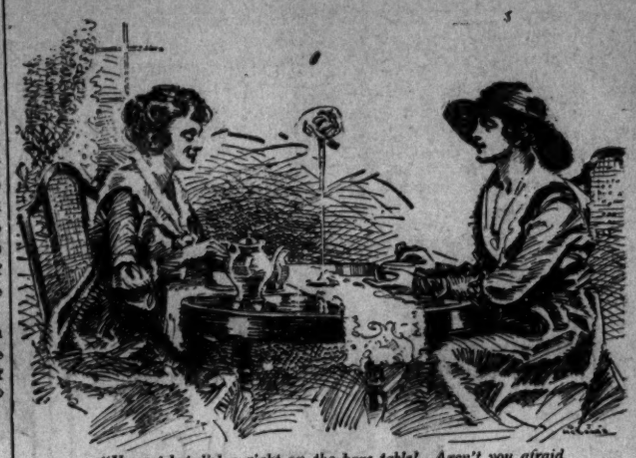

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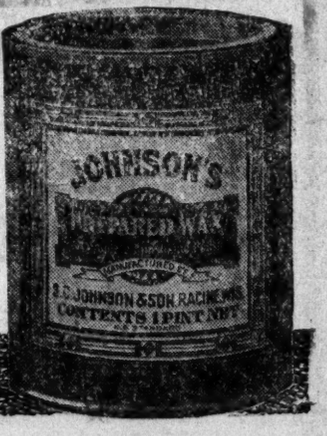

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Yaphank Bennie Is Still Out Of Luck

(Continued from Page 14)

with the wrong kind of fellos at home.

Of corse there is some nice fellos that no solder would mind his girl being with, like nice boys who aint strong or man enuf to pass the fisical examinatuns, but when it comes to a fine girl being with such caracters as Marenes or even some Blue Jakits then that is what makes solders in Franse sore. And I have herd a lot of us boys over here say them same things.

But I gues you would never hear none of us do any kicking about it or making any suggestions to our girls. If they want to run around when a solders back is turned and he is way over here across the briney deep then go ahed, say we, and we will marry some beutiful Frensh maden and settle down here after the war is over and take life easy.

But of corse as far as I am concerned Gertie you know I was just spoofing and if some of these Frensh dames would come up to me laiden with jewels and with a bank book thicker than the Enclipetia Britanaka I centanly would give them the marry ha ha and tell them that there was a little fancy persun back home who was going to ware all the medals I get.

Well old pal I wisht you could see me all dolled up like a gamblers bride in my new spirel leggins and my new Oversees cap. We aint waring them old canvas leggins no more but we got new cloth putees like officurs used to ware and we also dont ware our campagne hats but got fine little caps now that look something like our winter caps was, only they are smaller and lots neeter, and of corse we got our tin lids which is another name for our steal helmits. Everybody says we certanly are some good looking solders now.

Well I wisht you could see us or rather me. But no chance now I gues and I will have to wait too, so by by. Your old,

JAZZ TUNE BENNIE.

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Ymca hut

Tuesday night

Dear Mama: Well I come over here to this Ymca hut a little while ago and at 8 o'clock there is going to be an entertanment by some singers and dancers but gues I got time to write you a little letter before that comes off.

I dont know whether I told you about these Ymca huts before Mama but they certanly are bare cats and they do a lot of good for us solders over here in Franse. Of corse in the big towns and the ports and places like that they got big buildings but mostly out in the country they got either plane wood huts or else they are long square tents of doble canvas and inside it is all fixed up like a Ymca hut back home.

They got tables to write on and a piano and maybe a fonograf and they got a little counter at one end where boys can buy tobaco and chocolate and gum and things like that, and of corse they give away all the writing paper like this Im using and then they always got big piles of magasines and papers all free for nothing.

Then most every night they have free entertanments of some kind and mostly it is speeckers telling about why we are at war and telling a lot of yarnes, or maybe it is some actor or dancers of fine piano players or something like that. Then of corse they have a lot of pictur shows with pertty good filums, so that a fello has got somewhere to go most every night.

Solders do a lot of kickin Mama and every once in a while you here solders kickin about the Ymca just like they kick about the wether and everything, but they dont mene nothing by it and if solders was not always kickin they would not be feelin well and it would be a bad sine that they was about to be sick.

So you never want to pay much attentun to what you here solders say when they are kickin. Well Mama I gues the show is about reddy to start so I will have to close now. Love to all. Your own,

SOLDER BOY BENNIE.

More K. P.—But He Doesn't Care

Bliet, Franse Wednesday

Dear Barney: Well old pal who do you suppose has crost my trale over here in Franse. Well it is nobody but that bird Sam who used to be one of them newspaper corruspondents out at the camp back home and who wrote me up in his paper wonst and made me look like I was a sucker.

Along back in January that bird left his paper becaus I gues he was afraid he was goin to be drafted and he got in the training school for officurs out at the camp and I hope I get shot in the back Barney if he did not steel a commisun of a second lutenant. And honest old pal that bird would have a hard time to be a private.

Fisicaly he aint nothing at all, being about six and a half feet tall and I bet he dont wegh more than 140 pounds with his winter underware on. About the only good he would be would be in a retreet and I bet that he could set a pase that would run every hunn to deth.

Well when I left the states I thot that I had got rid of this bird Sam but who should come out to the training field today and go right in and take charge of the sectun I was in but this peace of Swis. And here he was acting as a kind of an instructer.

At the time we was practising going over the top and doing what they call a baynut corse. We would fire five rounds and then get out of the trensh, run thru some wire, stab some dummies, jump some shell holes, clean out a trensh and then fire some more rounds.

Well we had been doing it as good as anybody and was getting along fine when this bird come out with his yellow secund lutenant bars all shined up like he was a generil or something. Right away he ordered us to do it again for him and this time I accidently slipt and fell and somehow the safety on my rifle was not workin and my rifle shot off and even if the bullet didnt come nearer than a foot or two of the man in front of me this bird come running up and give me hel——

"You might have killed on officur just as easy as not," he said.

"Well I gues that wouldnt make no diffurence nohow would it, especully if he was a secund lutenant," I said.

"It would be pretty bad if there was a solder killed becaus solders is scarce but they got more secund lutenants than the sands has sea shores."

"I guess I will recommend to your captan that you go on K. P. for your impudince," he said. "I see that you are still fresh as ever despite you sea trip over here."

"Yes, the salt in the sea kept me nice and fresh," I said back. Then I picked up my rifle and run on up to where the rest of the bunch was.

Well when I got back to my bilet the sargent told me I was down for six days K. P.—six more days kitchen police, all on acct. of that bird Sam. But I should worry about a little thing like 6 more days, because if you had a buck for every day I done K. P. since last September you could travel around the world lukey twice and still have enuf dow left to run up to Niagger Falls and over to the Jameston Flood.

But just the same I will get even with this fresh secund lutenant and when I get my reveng it will be some sweet to, Barney.

BENNIE.

Vengeance In Sight

Ymca hut Thursday

Barney: Well old pal it looks like I had a sceme that would settle up all back accounts with this bird Sam and put me way ahed of the game besides. You know that insted of me doing strate K. P. work this time that I was assigned to wate on the captans table and take over the food from our mess kitchen to his hedquarters and etc. Our captan always eats the same grub we get and me being assigned to do this work has certanly put a lot of fine cards in my hand. Well here is the sceme.

Tonite we are going to have soup for supper mess and I am going to stumble when I go into the room where the officurs etc., and I am going to spill about two qarts of this hot soup all over this Cam and of corse I will feel very sorry about it and everybody will say it was a mistake and they will all say "Ah, thats to bad but we know you did not mene it Bennie."

Some little sceme, eh Barney, and I gues I will lern this Sam to lay offn me from now on and not pull any of his brite stuff on me ever again.

Well so long Barney and may the soup be hot.

BENNIE.

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SOLE AGENTS

ARMY'S TRANSPORT ACROSS ATLANTIC AN AMAZING FEAT

Sir Joseph Maclay, British Controller, Describes It As Being Almost A Miracle

BRITAIN'S BIGGEST SEA JOB

Accomplished At Great Sacrifice To Trade With Dominions And Other Nations

By Charles H. Grasty
(New York Times)

London, Aug. 3.—The most titanic achievement of all this war has been the transport of the American Army across the Atlantic. I asked Sir Joseph Maclay, Controller of Shipping for a detailed and authoritative account of this great movement, and he has prepared the following statement:

"Probably no one who is not familiar with the shipping problem can appreciate the character of this transport movement. It is the biggest thing of the kind which has ever been attempted."

Sir Joseph Maclay added, "We were not a little proud of the manner in which we transported and maintained our army in South Africa, but in the light of the American movement it must be confessed that the achievement was a comparatively modest one. If I remember rightly, we moved only about 300,000 men from first to last, and we had the whole of the British mercantile marine to draw from, and there were no submarines.

"Over 1,000,000 troops have been moved across the Atlantic during the last year or so, in face of an offensive by sea, waged by the enemy with as great a determination and persistency as he has fought with on the western front, and simultaneously we have been moving British and Colonial soldiers to all theaters of the war, and keeping them supplied. Only those who have access to official records can appreciate the character of the enemy's effort to arrest these varied transport movements, and particularly of the American forces, destined for Europe.

"He has been able to combine his original purpose and his original plans for attempting to starve out England with his new plans for attacking the transports. Every submarine at the command of the Germans has been sent to sea, manned by the most experienced officers and men.

Piracy Of No Avail

"We make a mistake if we regard the enemy's sea offensive as less important than the military movement on land. The whole German people were led to believe that piracy, practiced with the utmost ruthlessness, would ruin this ambitious transport scheme. What has happened? More than 1,000,000 troops have been carried across the Atlantic and the lives of less than 300 soldiers have been lost.

"Of the average about 60 percent of the American soldiers have been carried in British ships, and, as I will explain later on, the proportion is rising steadily. The extent of the contribution of British tonnage should be considered not as an isolated act, but in association with the worldwide activities of the British merchant navy, which have gone on simultaneously.

"The time has not come when the narrative can be given in full, but it may be remembered that while the American soldiers have been traveling to Europe the 7,000,000 British Dominion and India troops, engaged in six theaters of war in France, Flanders, Italy, Salonika, Palestine, Mesopotamia, Persia, and Egypt, to say nothing of the garrisons in Malta, Gibraltar, and elsewhere, have been supported with reinforcements, munitions, stores, and food and their sick and wounded carried. In some cases the fresh men had to be brought from Canada, South Africa, Australia, and New Zealand.

"Nor is that all. A large volume of shipping has also been required, and that not in home waters only, by the British fleet, the ships of which are largely dependent on mercantile tonnage for fuel, stores, and even food. The situation, naval and military, changes almost from day to day, and an attempt has been made to vary the organization of the merchant fleet to meet it. It was when all these responsibilities were already being borne that plans had to be made to help carry the American troops.

Big Job For Our Railroads

"This transport miracle has only been rendered possible by the efficient organisation on the American side and our assistance on this side, which has been rendered with both hands. As to the first point, co-operation was necessary between the military authorities and the railways in carrying troops to the ports, and between the people running the ports and the shipping authorities.

"The American genius for organisation has been once more exhibited in a new sphere, and it has succeeded, in spite of all the difficulties created by the war. If the American railways had not been operated with success the whole transport movement might have failed, because it was essential to quick transporation that the troops should be ready for the ships. That meant economy of tonnage, and economy was very necessary.

"The United States possessed only a comparatively small number of ships suitable for use as transports, but the liners in American ports seized from the enemy proved of immense service. It must be one of the ironies of the war, viewed through German spectacles, that so many German ships should have been used in carrying American troops to fight German soldiers in Europe. But when every suitable ship under the American flag had been pressed into the transport service the tonnage was quite inadequate to the need. That is where we came in, willingly and wholeheartedly co-operating to insure the success of the movement of troops.

"After the German offensive opened in March we had to make a big effort. I may add that of the 638,000 troops carried in the months of April, May, and June 331,000 were accommodated in British ships.

Interferes With Trade

"Owing to the rapidity with which the men are now being carried down to the coast we have had to arrange for an even greater contribution of shipping, and it is probable that during the next few weeks nearly two-thirds of the troops will be carried in British ships. We are all working to promote a common cause, and we are not out to pat ourselves on the back for what we are doing. But I might add, since the fact may not be well known, what we are only able to face these new responsibilities by sacrificing, for the time, not only British, but imperial interests.

"Ships which, under normal conditions, are engaged in the trade between the British Islands and the Far East, Australia, and India, have had to be withdrawn from service, and we have been compelled to sacrifice to a large extent the communications between the mother country and the Dominions. Of the manner in which the people of the Dominions have bowed to the compelling circumstances, it has really been splendid; but there is more in it even than that.

"This concentration of shipping has meant the severing of trade associations built up during long periods of years. Every business man will understands the character of that sacrifice, for there is no saying when those abandoned services can be resumed. That statement may suggest the character of the sacrifice which the British people are making in order to facilitate the movement of American troops."

Then Sir Joseph Maclay turned to another aspect of the transport movement, of which little has been said. "It is no good," he said, "bringing over troops to Europe unless those troops can be kept supplied with all they require. There is always a temptation on the part of those who are unfamiliar with military matters to think of an army in terms of men only, but an army requires an enormous volume of material, guns, airplanes, wagons, ammunition, food, and stores of all kinds.

"In June, for instance, 500,000 tons of stores for the American troops were carried across the Atlantic. Horses, in particular, present a very great difficulty, as can be readily imagined, and an enormous number of horses have to be carried.

Must Keep Army Supplied

"And that brings me back to the point which I wish to emphasise. The army which is trasported has to be kept supplied with all it requires from week to week and day to day. Consequently, the larger the number of troops transported, the greater the burden on tonnage required for supplying that army's needs. The matter can be reduced to a very simple formula:

Roughly speaking, every 1,000 men landed in France is equivalent to 5,000 tons of stores in a year. The Allies are giving, in full confidence, hostages to fortune, with every man of the American Army who is landed on the Continent day by day. However long the war may last, the stream of supplies must be maintained, and, although we hope that the submarine will do no more damage than it has done in the past, provision has to be made for contingencies."

That remark led Sir Joseph Maclay to make an interesting contrast between the armies, is judged from the tonnage point of view.

"From the shipping standpoint three classes of armies are engaged in this war. There are, first, such armies as those of Germany, Austria, and, in some measure, France. The German Army illustrates my point best. It has a continuous line. It is connected with its sources of supply by railways, and it can move its military impedimenta from the factory behind the lines swiftly, as well as cheaply, varying the supply arrangements with ease, in accordance with the changing military conditions.

"In a second class comes the British Army. The English Channel, with a varying breadth of from about twenty to fifty miles, lies between it and its main bases of supply. That means that the British authorities are compelled to maintain behind the lines larger supplies than the Germans are compelled to maintain.

"In the third class comes the American Army. It is about 100 times as far removed from its bases of supplies as the British Army, and that fact exaggerates the difficulties of the tonnage problem, because not only must large reserves be maintained of military material and food, but provision must be made on a vast scale for extensive workshops, and hospitals, and so on.

"All that means tonnage. In fact, not until the war is over shall we be able to form a complete conception of the enormous quantuty of stores of all kinds which have had to be brought across the Atlantic, not excluding railway material and locomotives and the equipment of ports.

Road In France Big As The Erie

"I believe that the American Army now has in France a railroad with more miles of track and a heavier equipment than the Erie Railroad. Those who are familiar with shipping matters will appreciate what that means in tonnage.

"But that is not all, for there is no more remarkable feature of this transport movement than the success with which the Americans have transformed some of the French ports. They have brought them up to the highest standards which are familiar on the United States seaboard. The reorganisation scheme, involving immense quantities of material, has been carried out with wonderful success. I may mention the case of the Leviathan formerly the Hamburg-American liner Vaterland, as an illustration of the rapidity with which ships are now turned around, which means economy of tonnage. This enormous vessel, recently reached a French port with 11,000 men on board. What happened? Those troops, almost equivalent to a whole German division, were disembarked, 4,000 tons of coal were taken on board, and within forty-eight hours the Leviathan was on her way back to the United States.

"The American troop movement not only means that invaluable aid is being given in stemming the German invasion of France, but that French transportation by railway and port transportation, in large areas of that country, are being brought permanently up to the American standard."

Finally, in discussion of this transport movement, Sir Joseph Maclay bore testimony to the cordial relations which were being maintained between the responsible authorities on the two sides of the Atlantic.

"This wonderful transport movement could not have been carried out if every one concerned, British and American, had not worked together with a single eye to efficiency. Our common language has, of course, been of enormous advantage, and has enabled us to place at the disposal of the Americans all the knowledge and experience we had obtained in the earlier period of the war.

"In transporting and supplying British, Dominion, and Indian troops, our military problem was, from the first, largely a tonnage problem. Our troops are all supported from the sea, whether they come from the United Kingdom, Canada, Australia, New Zealand, South Africa, or India. I sometimes think that, perhaps, even the British people do not fully realise the shipping problem which our military intervention on the Continent involved.

"All that we learned in this respect we have placed at the disposal of the American authorities. They have proved good learners. I cannot say too much in praise of the men designated by the American Government to manage this matter. The younger business men of the United States represent a fine type. Our officials have been pleased to work with them.

"The two organisations, British and American, have in consequence, dovetailed together with a success which even I hardly anticipated. The smoothness with which train, transport, and dock authorities have worked together is attested by the regularity with which troops have been landed.

"In that connection it should not be forgotten that the movement of the American Army began after the Germans had been attacking and sinking shipping for many months, and consequently the volume of tonnage available had been considerably reduced. This transport movement has only been rendered possible by efficient administration, enabling the best possible use being made of the vessels available."

'Tenacity, Audacity, Victory,' Petain's Words to His Soldiers

Paris, August 8.—General Petain, Commander-in-Chief of the French Armies, has issued the following order of the day to the French troops:

"Four years of effort, with our stanch Allies; four years of trials, stoically endured, begin to bear fruit.

"His fifth attempt in 1918 smashed, the invader retreats, his man power decreases, and his morale wavers, while at your side your American brothers have no sooner landed than they have made a baffled enemy feel the weight of their blows.

"Incessantly placed in the advanced guard of the Allied peoples, you have prepared the triumphs of tomorrow.

"Not long ago I said to you: 'Abnegation, patience; your comrades are arriving.'

"Today I say: 'Tenacity, audacity; you shall force victory.'

"Soldiers of France, I salute your banners illuminated with new glory."

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Alma	33,000	34,000
Amherst	—	—
Anglo-Dutch	35,000	—
Anglo-Java	58,600	120,500
Ayer Tawah	29,977	29,000
Batu Anam	23,714	—
Bukit Toh Alang	11,163	14,958
Bute	15,400	16,000
Chempedak	10,000	9,800
Chemor	23,901	—
Cheng	13,894	13,810
Consolidated	55,294	52,377
Dominion	42,500	—
Gula Kalumpong	85,500	80,300
Shipped to London	40,610	—
Java Consolidated	54,000	50,000
Kamunting	23,085	23,867
Kapala	11,014	—
Kapayang	—	—
Karan	8,570	8,700
Kota Bahroe	40,842	40,796
Kroewoek	28,000	28,000
Langkat	73,638	—
Padang	25,500	25,000
Permata	—	—
Pengkalan	12,544	17,067
Repah	11,000	17,000
Samagaga	20,000	17,300
Semambu	12,654	—
See Kee	13,437	—
Senawang	33,000	35,000
Shanghai-Malay	—	—
Shanghai Klebang	14,266	14,700
Shanghai-Kelantan	16,800	—
Shanghai-Seremban	11,242	12,610
Shanghai-Pahang	16,872	—
Shanghai-Sumatra	67,380	—
Sua Manggis	19,000	—
Sungala	10,011	10,693
Sungei	28,950	25,616
Taiping	—	—
Tanah Merah	30,900	34,000
Tebong	72,000	76,000
Ulobri	5,699	6,092
Ziangbe	32,000	52,000

AMERICAN COTTON

(American Wireless To Reuters)

New York, September 5.—(Received by French Wireless Station).—Mid American cotton: October, 34.00; December, 33.56.

LONDON RUBBER MARKET

Reuter's Service

London, September 2.—Today's prices for Rubber were:

Plantation First Latex Crepe:
Spot: 2s. 1¼d. paid.
October to December: 2s. 2⅛d. value.
Tendency of market: Dull.
Previous Quotation, London, Aug. 21:
Spot: 2s. 1⅛d. buyers.
October to December: 2s. 2⅛d. value.
Tendency of market: Inactive.

Messrs. Hugo Reiss and Co., inform us that the following in a translation of a telegram received from Messrs. Barker and Co., Ltd., London, dated September 4.

Average spot price standard quality Ribbed Smoked Sheet 2s. 0½d.

Average spot price standard quality First Crepe: 2s. 1¾d.

Ex-warehouse Singapore: 1s. 1½d. 1s. 1½d. tendency firm.

COTTON MARKET

Reuter's Service

London, September 2.—Today's prices for Cotton were:

Good Middling Texas 1 1/16 inch Staple spot	25.66d.
October	24.50d.
December	24.04d.

Shipping Items

The C.N. s.s. Sunning left Hongkong for Shanghai on Thursday.
The C.N. s.s. Fengtien left Tientsin for Chefoo, Weihaiwei and Shanghai on Thursday.
The I.-C. s.s. Loongwo left Hankow for Shanghai on Thursday.
The C.N. s.s. Luenyi left Hankow for Shanghai on Thursday.
The N.K.K. s.s. Yohyang Maru left Hankow for Shanghai on Thursday.
The I.-C. s.s. Wosang left Hongkong for Shanghai on Thursday.
The C.M. s.s. Kiangfoo left Hankow for Shanghai on Friday.
The C.N. s.s. Poyang left Hankow for Shangai on Friday.
The N.K.K. s.s. Siangyang Maru left Hankow for Shanghai on Friday.
The C.M. s.s. Kianghsin left Hankow for Shanghai yesterday.
The N.K.K. s.s. Tachang Maru left Hankow for Shanghai yesterday.
The C.N. s.s. Tungchow will leave Tientsin for Chefoo, Weihaiwei and Shanghai today.
The K.M.A. s.s. Upolu (chartered) The C.N. s.s. Yingchow will leave left Chinwangtao for Shanghai on Friday..
Hongkong for Shanghai today.
The I.-C. s.s. Kiangwo will leave Hankow for Shanghai today.
The I.-C. s.s. Suiwo will leave Hankow for Shanghai tomorrow.
The C.N. s.s. Chungking will leave Hankow for Shanghai tomorrow.
The N.K.K. s.s. Tafoo Maru will leave Hankow for Shanghai tomorrow.
The C. M. s.s. China left Hongkong for Shanghai yesterday and is due at Woosung tomorrow right. The tender conveying inward passengers may be expected to reach the Customs Jetty about 9:30 Tuesday morning. The China sails for San Francisco, via Japan Ports and Honolulu the same afternoon and the tender Alexandra will leave the Customs Jetty at 5 p.m.

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Passengers Arrived

Per C.N. s.s. Tamsui from Swatow: Mr. Boulett.

Per C.M. s.s. Hsinchi from Foochow: Mr. and Mrs. Marshall and child, Misses Clark, Arthur, Mrs. Oudneg, Mrs. McEntere and Mrs Dovey and child.

Per C.N. s.s. Tungting from Hankow: Miss Botton, Messrs. Reinhand and B. J. Egan.

Per C.M. s.s. Kiangwah from River Ports: Rev. Father Martin and Dr. Reiser.

Per Y.Y.K. s.s. Yamashiro Maru from Japan: Mrs. K. G. Byron, Misses C. M. Ashoy, G. Bailey, E. Drake, M. Moller, C. Cment, Weightman, and J. C. Morrie, Mr. and Mrs. James Park, Mr. and Mrs. G. C. Steekton, Mrs. A. W. Bramkston and 2 children, Mr. and Mrs. Chun and 2 children, Mrs. Disterich, Mrs. T. E. Lusd and 2 children, Mrs. J. C. Clark, Mrs. N. C. Cralen and 5 children, Mr. and Mrs. T. Thurnheer, Mrs. A. M. Lerriya, Mrs. S. Yamada and child, Messrs. F. K. Gill G. N. Steiger, H. Deelman, C. E. Darent, Green, G. E. Lerriga, S. E. Hennings, J. Egan, J. E. Clark and 2 children, A. F. Whitmore, W. Spark and W. Bartlette.

Launch Services

TODAY

The tender conveying passengers on board the O.S.K. s.s. Africa Maru will leave the Customs Jetty at 10 a.m.

The tenderc onveying passengers on board the O.S.K. s.s. Mexico Maru will leave the Customs Jetty at noon.

Tuesday, September 10, 1918.

The tender conveying passengers on board the S.M.R. s.s. Sakaki Maru will leave the Customs Jetty at 12:30 p.m.

The tender Alexandra conveying passengers and mails on board the C. M. s.s. China will leave the Customs Jetty at 5 p.m.

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, SEPTEMBER 8, 1918,

Date and Destination	Per	Chi.	Br.	USA	Rus.	Jap.	Reg.
Today							
Weihaiwei, Chefoo & Tientsin	Kingsing	11.00	..	..	..	.	10.30
River Ports	Train & Str.	21.00	..	..	.	..	21.00
Hongkong and Canton	Mexico maru	11.00	..	..	..	..	10.30
Swatow	Tamsui	11.00	..	..	..	..	10.30
Peking and T'tsin (Every day)	Train	..	17.00	..	..	..	17.00
T'tsin (Daily except Sunday)		..	15.00	..	..	..	..
Tomorrow							
Europe, France, etc	*Sphinx						
H'kong, S. Ports, A'lia, Straits Ceylon, India & Epe v. Suez	†Sphinx	..	9.00	..	..	a20.00	9.00
Nagasaki	Yamashiro m.	..	..	.	.		19.30
N'saki, Kobe, Y'hama, Canada, Honolulu, U.S. & Europe	China		..	a17.00	..	..	16.00
Hongkong and Canton		8.00	..	..	..	..	7.30
Hongkong, S. Ports, Australia, Straits, C'lon, India & E'pe		8.00			..		17.30
Japan Ports	Yamashiro m	18.00	17.00	..	..	..	17.00
Swatow	Hoihow	21.00	17.00	..	..	..	21.00
River Ports	Train & Str.	21.00		.	.	..	21.00
Hongkong	Kwangtah	21.00	..	..	..	..	21.00
Swatow	Wenchow	21.00		..			21.00
Hankow		..	17.00		.		
Ningpo		..	15.00		..	..	
Tuesday, Sept. 10.							
Japan, Canada, U.S. & Europe via U.S. A.			16.00	..	.		15.30
Japan, Canada, U.S. & Europe	China	15.30			..	..	15.00
Weihaiwei, Chefoo & Tientsin	Shuntien	14.00	13.30	..	..	..	13.30
River Ports	Train & Str.	21.00				..	21.00
Antung	Paoting	15.00	..	..	..		14.30
Swatow, Hongkong & Canton	Taisang	13.00		..	..	..	12.30
Swatow and Hongkong			12.30	..	..		
Tsingtao & Dalny	Sakaki maru	11.30		..			11.00
Wednesday, Sept. 11.							
Amoy and Hongkong		..	17.00			..	..
Thursday, Sept. 12.							
Nagasaki	Chikugo maru	..	..			a20.00	19.30
Friday, Sept. 13.							
United, Kingdom via Suez		..	c17.00	..	..		
Moji	Takeshima m.	..	..	..	..	a20.00	19.30
Saturday, Sept. 14.							
Japan, Canada, U. S. & Europe via Canada			11.30	..	..	..	10.30

*Ordinary mail will close at the French Post Office at 9 a.m. and Registered at 5 p.m. on Saturday.

†B.P.O. will be open at 8.30 a.m. on Monday, Sept. 9, for the receipt of Registered letters.

A Money orders and parcel post until 3 p.m.
B Letters and boxes with declared value 7.30 p.m. Parcel post 4 p.m. money orders noon.
C Parcels only.

Mails for Hankow close every day at 11.30 a.m. and 9 p.m. Registration at 11.30 a.m. and 8.30 p.m. and for Peking and Tientsin every day at 9 p.m. Registration at 5 p.m. the Russian Post Office.

It's a Burning Shame

that more houses are not insured before a fire occurs.

Take Mr. Wishihad's advice — insure your home now — and

Don't Be a "Wishihad"

FIRE BURGLARY MOTOR CAR

Better see us before it happens

RAVEN TRUST CO., LTD.
INSURANCE DEPT.
15 Nanking Road. Phone 65

Your Cup of Tea Should Be China QUALITY Tea

"FLOWER BASKET" BRAND

Sold by all Grocers

THE CHINA TEA CO., LTD.
SHANGHAI

Vessels In Harbor And At Woosung

Date	From	Ship's Name	Flag	Agents
Sept. 5	— Liverpool	Arestes	Br.	B. & S.
Aug. 23	— Hongkong	Chiyen	Chi.	C.M.S.N. Co
Aug. 28	— Japan	Fukuokuju M.	Jap.	S. Shokai
Sept. 6	— Tsingtao	Hakushin Maru	Jap.	S.M.R.
Sept. 5	— Java	Hermione	Br.	A P Co.
Sept. 5	— Glasgow	Idomeneus	Br.	B. & S.
Sept. 3	—	Ijsseldijk	Dut.	
Aug. 19	— Hankow	Kweilee	Chi.	C.M.S.N. Co.
Sept. 4	— Chefoo	Kingsing	Br.	J.M. & Co.
Sept. 6	— Hankow	Kiangyung	Chi.	C.M.S.N. Co
Sept. 6	— Japan	Kotobuki Maru	Jap.	S. Shokai
Sept. 4	— Hongkong	Kaifong	Br.	B. & S.
Aug. 31	— Hankow	Luenho	Br.	J.M. & Co.
Sept. 4	—	Laensamud	Am.	
Sept. 3	— Cruise	Liuhsing	Chi.	Custome
Sept. 3	— Japan	Maynet		
Aug. 14	— Cruise	Likin	Chi.	Custome
Aug. 31	— Japan	Misaki	Jap.	M.B. Co.
Aug. 12	— Ningpo	Ningshin	Chi.	San Peh S.N.
July 25	— Cruise	Pacific	Dan.	G-N Tel Co.
Sept. 4	— Japan	Ryoto Maru	Jap.	N.Y.K.
Aug. 18	— Hongkong	Sphinx	Fr.	M. M.
Sept. 5	—	Sanse M. No. 2	Jap.	
Sept. 6	— Tientsin, Ports	Shuntien	Br.	B. & S.
Sept. 6	— Japan	Sapporo M. No. 3	Jap.	S. Shokai
Sept. 6	— Japan	Torin Maru	Jap.	
Aug. 28	— Japan	Taiho No. 3.	Jap.	S. Shokai

HIRE CARS

$3.00 Per Hour

$1.00 Minimum

'Phone Central 4257

The Hudford Garage

89-91 RUE MONTAUBAN

Prime American Coke Tin Plate

We have to offer the above best quality Tin Plate in all standard sizes from 90-pound base to 155-pound base.

We also offer Terne Plates, Black Plates and Lacquered Tin Plates.

We can furnish them for immediate delivery out of New York stock, strapped for Export.

Machinery and Metals Sales Company

Cable "Machinery Metalsales" — W. C. Wickersham, Gen. Manager for China — Phone Central 3240

15 NANKING ROAD — New York Office 42 Broadway

HOUSE FOR SALE

A MODERN, up-to-date residence of six large rooms, tiled bathrooms with flush closets, etc., hot and cold water, large garden, two tennis courts, garage for two motor cars. The house is completely screened in French Settlement, Route Pichon.

Tls. 10,000 down

The balance of the purchase price may be paid by instalments or by other arrangements.

RAVEN TRUST COMPANY, LTD.
15 NANKING ROAD

VINOLIA

BORACIC & COLD CREAM SOAP

in

BATH TABLETS

Combines all the essential properties of a satisfactory Toilet Soap with medicinal constituents of special value for restoring and preserving a healthy condition of the skin.

To be had of all Chemists and Storekeepers

Agents:

LEVER BROTHERS (CHINA), LIMITED
3 Kiukiang Road
SHANGHAI

BIANCHI'S

is the place for

ICE CREAMS

Tel. 2264.

THE AULT & WIBORG COMPANY

CINCINNATI, OHIO

MANUFACTURERS OF

HEAVY CHEMICALS — ACIDS — COAL TAR DYES
INTERMEDIATES — DRY PIGMENTS
LITHOGRAPHIC VARNISHES — LETTERPRESS VARNISHES
PRINTING INKS — CARBON BLACKS — LITHOGRAPHIC INKS
CARBON PAPER — TYPEWRITER RIBBONS
ARCHITECTURAL VARNISHES

DEALERS IN

PRINTING PAPER — PRINTING MACHINERY AND SUPPLIES

BRANCH HOUSES

Cincinnati	Minneapolis	Philadelphia	Buenos Aires, Arg.
New York	St. Paul	Boston	Rosario, Santa Fe, Arg.
Chicago	Atlanta	San Francisco	Cardoba, Arg.
St. Louis	Detroit	Toronto, Can.	Rio De Janeiro, Bra,
Cleveland	Milwaukee	Montreal, Can.	Montevideo, Uruguay
Buffalo	Baltimore	Winnipeg, Can.	London, E.C., England

SHANGHAI, 37 CANTON ROAD

FINANCIAL AND COMMERCIAL NEWS

Exchange and Bullion

Shanghai, September 7, 1918.

Money and Bullion

Sovereigns: buying rate,
@ 5/1=Tls. 3.93
@ exch. 73.6=Mex. $5.34
Gold Dollars: Bank buying rate,
@ 130½=Tls. 82.99
@ 73.6=Mex. $112.76
Mex. Dollars Market Rate: 73.375
S'hai Gold Bars: 978 touch Tls. 774
Copper Cash ..... per tael 1815
Native Interest ..... .10

Latest London Quotations

Bar Silver ..... 49½d.
Bank Rate of Discount 5%
Ex. Paris on London .... Fr. 26.10
Ex. N. Y. on London ....T.T. $4.76½

Exchange Closing Quotations

Nominal

London	T.T. 5/-
London	Demand 5/0½
India	T.T. 333½
Paris	T.T. 682½
Paris	Demand 685½
New York	T.T. 119
New York	Demand 119½
Hongkong nominal	T.T. 70
Japan	T.T. 45
Batavia	T.T. 232½
Singapore	T.T. 46½

Banks Buying Rates

Nominal

London	Demand 5/1
London	4 m/s. Cdts. 5/2
London	4 m/s. Docy. 5/2½
London	6 m/s. Cdts. 5/2½
London	6 m/s. Docy. 5/2½
Paris	4 m/s. 707½
New York	o/d. Docy. 120½
New York	4 m/s. Docy. 123

Roubles Exchange

Today's Bank Buying Rate for Roubles
Roubles 1,400 (Nominal) =Tls. 100
Roubles 100 (Nom.) =Mex. $9.75

CUSTOMS HOUSE EXCHANGE RATES FOR SEPTEMBER

Hk. Tls. 3.58 @	5/0½	£1
„ 1 @	685½	Francs 7.64
„ 0.75 @	119½	Gold $1
„ 1 @	45	Yen 2.48
„ 1 @	15	Rupees 4.19
„ 1 @	—	Roubles —
„ 1 @	1.50	Mex. $1.50

ASTOR HOUSE HOTEL
TIENTSIN

Cable Address
ASTOR

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.

Spacious and Luxurious Dining and Reception Rooms.

Every Bedroom with private Bath and Toilet.

First Class Cuisine and Selected Cellar, under Foreign supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT

The China Mutual Life Insurance Co., Ltd.

Parents should take advantage of the present high rate of exchange to provide for the future education of their children.

Write to us for particulars of our Special Policies, at

10 Canton Road,
Shanghai.

"BICKERTON'S"
PRIVATE HOTEL
73, 74 and 75 Bubbling Well Road.
Seven minutes from Bund by trams. Strictly first-class cuisine under the personal supervision of the proprietress. Separate baths, hot and cold water, electric light. Tel. W. 1271.

British-America Assuran e Co.

Telephone Central 98

The undersigned, as agents for the above company, are prepared to grant policies against Fire on Foreign and Native risk at Current Rates.

FRAZAR & CO.

SHARE REPORT

Messrs. J. P. Bisset and Co., write as follows in their Share Report for the week ending September 5:

Interest has again been chiefly confined to Cottons, Docks, and Engineerings, the rates of which stocks improved steadily up to today, after which an easier tone prevailed and numerous sellers entered the market. Some reaction after the recent rapid appreciation was only to be expected, doubtless due to profit taking and the pronounced rise in exchange. All Insurance stocks continued in firm demand, in some cases at higher quotations. S. and H. Wharves improved to Tls. 86. Langkats came in for a better demand, sales being recorded at Tls. 15.40. H. and S. Banks closed easier with sellers at $570. Anglo-French Lands are still wanted at Tls. 73. Rubbers remain very dull with practically no buyers in evidence.

Stock Exchange
Transactions

Shanghai, September 7, 1918.

TODAY'S QUOTATIONS

Official

Hall and Holtz $13.50
Shanghai Lands 6% Debs. 1909 @ Tls. 91.00

Unofficial

F.M.C. 5½% Debs. 1914 @ Tls. 75.00
New Engineering Tls. 25.00
New Engineering Tls. 26.00

Nederlandsche Handel-Maatschappij
(NETHERLAND TRADING SOCIETY.)

Established 1824.

Paid-up Capital—
Guilders 70,000,000 (about £5,833,333)
Reserve Fund—
Guilders 11,595,461, (about £966,288)
Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.
Branches:

Pandjermasin	Padang	Soerakarta
Bandoeng	Palembang	Tebing-Tinggi
Cheribon	Pekalongan	Tegal
Djember	Penang	Telok-Betong
Djokjakarta	Pontianak	Tjilatjap
Hongkong	Rangoon	Weltevreden
Kota-Radja	Semarang	
Langsa	Singapore	
Makassar	Soerabaya	
Medan		

London Bankers:
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

Current accounts kept in taels and dollars.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG,
Manager.

行業學中
CHUNG FOO UNION BANK

(Established in 1917)
Statutes approved by the Government in 1916
Head office: Tientsin
Subscribed Capital $2,000,000
Paid-Up Capital $1,020,000

Managing Director:
SUN TAO SAN.

Branches and Agencies in Domestic Cities:

Tientsin	Chinkiang
Shanghai	Soochow
Peking	Wusieh
Hankow	Hangchow
Nanking	Ningpo
Yangchow	Shaohsing
Hsuchow	Canton
Pengpu	Hongkong
Tsingkianpu	

Agencies and Correspondents in foreign countries:
London, International Banking Corporation.
New York, International Banking Corporation.
San Francisco, International Banking Corporation.
Tokyo, Bank of Chosen.
Kobe, Bank of Chosen.
Osaka, Bank of Chosen.
Yokohama, Bank of Taiwan.
and also other principal cities in foreign countries.

SHANGHAI BRANCH.
8.441 Ningpo Road.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits both in Taels and Dollars according to arrangement.

Credits granted on approved securities.

Y. R. Sun, Manager.
T. D. Zar, Sub-Manager.

Tel. Central 2618 General Office.
Tel. Central 1929 Manager's Office.

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital	£1,200,000
Reserve Fund	2,000,000
Reserve Liability of Shareholders	1,200,000

Head Office:
38 BISHOPSGATE, LONDON, E. C.

Court of Directors:
Sir Montagu Corniah Turner, Chairman.
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London City & Midland Bank Limited.
The London County and Westminister Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar	Ilollo	Puket
Bangkok	Ipoh	Rangoon
Batavia	Karachi	Saigon
Bombay	Klang	Seremban
Calcutta	Kobe	Singapore
Canton	Kuala-Lumpur	Shanghai
Cebu	Madras	Sourabaya
Colombo	Malacca	Taiping
Delhi	Manila	(F. M. S.)
Foochow	Medan	Tavoy (Lower Burma)
Haiphong	New York	Tientsin
Hankow	Peking	Yokohama
Hongkong	Penang	

Shanghai Branch, 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought, Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

FIXED Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

A. I. D. STEWART.
Manager.

BANQUE DE L'INDO-CHINE

Capital ..... Frs. 48,000,000.00
Reserves ..... Frs. 50,000,000.00

Succursales et Agences:

Bankok	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Noumea	Tientsin
Dondichery	Peking	Tourane
Haiphong	Papoete	
Hankoou	Pnom-Penh	

Bankers:
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des-Pays-Bas; Credit Industriel et Commercial; Societe Generale.
In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN.
Manager.

Banque Industrielle de Chine

Capital ..... Francs 45,000,000
one-third of the Capital, i. e., Frs. 15,000,000, subscribed by
THE GOVERNMENT OF THE CHINESE REPUBLIC
Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthelot.
General Manager, A. J. Pernotta.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.
Branches in Peking, Tientsin, Shanghai, Hongkong, Saigon, Haiphong and Yunanfou

BANKERS:
In France: Societe Generale pour favoriser le Developement du Commerce & de l'Industrie en France.
In London: London County Westminster and Parr's Bank Ltd.
London City & Midland Bank Ltd.
In New-York: Redmond & Co.
In Italy: Banca Commerciale Italiana
Credito Italiano

Taels, Dollars, Gold Accounts

Interest allowed on Current Accounts in Gold or Local Currency and fixed deposits on application.

Every description of Banking and Exchange business transacted.

Savings accounts in Gold and Local Currency

G. LION,
Manager.
Branch Bund, Shanghai

Hongkong & Shanghai Banking Corporation

Paid-up Capital $15,000,000

Reserve Funds:—
Sterling £1,500,000 @ 2s. $15,000,000
Silver 19,500,000
$34,500,000

Reserve liability of Proprietors $15,000,000

Head Office: HONGKONG
Court of Directors:
Hon. Mr. P. H. Holyoak, Chairman
G. T. M. Edkins, Esq., Deputy Chairman.
S. H. Dodwell, Esq.
C. S. Gubbay, Esq.
Hon. Mr. D. Landale.
E. V. D. Parr, Esq.
W. L. Pattenden, Esq.
T. A. Plummer, Esq.
Hon. Mr. E. Shellim.
Chief Manager.
Hongkong—N. J. STABB.

Branches and Agencies:

Amoy	Ipoh	Peking
Bangkok	Johore	Penang
Batavia	Kobe	Rangoon
Bombay	Kuala-Lumpur	Saigon
Calcutta	London	S. Francisco
Canton	Lyons	Shanghai
Colombo	Malacca	Singapore
Foochow	Manila	Sourabaya
Hankow	Nagasaki	Tientsin
Harbin	New York	Tsingtau
Ilollo		Yokohama

London Bankers:
London County and Westminster Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Secufities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN,
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	26,000,000
	Kpg. Tls.
Capital Contributed by the Chinese Government	3,500,000
Reserve Fund	1,750,000

Head office: PETROGRAD.
Paris office: 9, Rue Boudreau.
London office: 64, Old Broad St., E.C.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris Societe Generale pour favoriser le Development de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Lyons: Societe Generale pour favoriser le Development du Commerce et de l'Industrie en France.

Far Eastern Branches and Agencies

Bombay	Harbin	Peking
Chanchun	Hongkong	Shanghai
Chefoo	Newchwang	Tientsin
Dairen	Nicolayowak	Vladivostock
Hailan	O/Amur	Yokohama
Hankow		

81 Branches and Agencies in Russia, Siberia and Mongolia

SHANGHAI BRANCH
Interest allowed on Current Account and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Desposit Boxes.

L. JEZIERSKI,
G. CARRERE,
managers for China, Japan and India.

The Shanghai Commercial and Savings Bank, Ltd.

9, Ningpo Road,

Capital	$541,000.00
Reserve Fund	$11,000.00
Deposits (June 30, 1918)	$3,688,000.00

Cable and Telegraphic Address:
"COMSAVBANK"
Telephone: Central 1522.

Correspondents at the principal cities throughout China and domestic exchange a specialty.

Credits granted on approved securities. Bills discounted.

Interest allowed on Current Accounts and Fixed Deposits both in taels and dollars according to arrangement.

Every description of Banking and Exchange business transacted.

Interest allowed on Savings Accounts at 4% per annum.

Pocket Saving Banks.

Safe Deposit Boxes.

K. P. CHEN,
General Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital ..	$50,000,000.00
Paid-Up Capital ...	12,279,800.00
Reserve Fund	$1,298,553.60
Special Reserve Fund	$1,898,923.68

HEAD OFFICE: PEKING.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifong	Hankow
Changchun	Wuhu	Ichang
Antung	Anking	Changsha
Dalny	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hauchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtau	Yangchow	Chungking

SHANGHAI BRANCH.
3 HANKOW ROAD.

Loans granted on approved securities. Local Bills discounted. Interest allowed on Tael Current Account at 2 per cent. per annum, on Dollar Current Account at 1 per cent. per annum and on Fixed Deposits at the following rates:
For 3 months at the rate of 4 per cent. per annum.
For 6 months at the rate of 5 per cent. per annum.
For 12 months at the rate of 6 per cent. per annum.

SUNG HAN-CHANG,
Manager.
Shanghai, 1st August, 1918.

Banque Belge Pour L'Etranger

Filiale de la Societe Generale de Belgique
Societe Anonyme
Paid-Up Capital ... Frs. 30,000,000

Head Office: BRUSSELS.
London office: 2 Bishopsgate.
Branches at Peking, Tientsin Alexandria, Cairo (Egypt,) and Rotterdam

President:
JEAN JADOT
Gouvernor Societe Generale de Belgique.

Bankers:
London: M—n's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque de l'Union Parisienne Societe Anonyme.
Lyons and Marseilles: Comptoir National d'Escompte d'Paris.
New York: National City Bank of New York.

Interest allowed on Current Accounts Taels and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS,
Manager for China.

Yokohama Specie Bank, Limited
(Established 1880.)

Head Office: YOKOHAMA, JAPAN.

Capital Subscribed .	Yen 48,000,000
Capital Paid-up ...	Yen 42,000,000
Reserve Fund	Yen 23,100,000

London Bankers:
The London County, and Westminister and Parr's Bank, Ltd.
The National Provincial and Union Bank of England, Ltd.
The London Joint Stock Bank, Ltd.

Branches and Agencies

Bombay	Los Angeles	S. Francisco
Buenos Ayres	London	Seattle
Calcutta	Lyons	Shanghai
Changchun	Manila	Shimonoseki
Dalny	Mukden	Singpore
Hankow	Nagasaki	Sourabaya
Harbin	Newchwang	Sydney
Hongkong	New York	Tientsin
Honolulu	Osaka	Tokio
Kalyuen	Peking	Tsinanfu
Kobe	Rangoon	Tsingtau

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa, China and the chief commercial places in Europe, India and America.

Every description of Banking and Exchange Business transacted.

K. KODAMA, Manager.

The Bank of Canton, Limited.
Incorporated 1912.

Capital (fully paid)	H.$2,000,000.00
Reserve Fund	H.$ 240,000.00
Investment reserve fund	H.$ 40.000

Head Office
No. 6 Des Voeux Road, Hongkong.

Shanghai Office
No. 2 Ningpo Road.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WUNG,
Act. Manager.

International Banking Corporation

Head Office:
National City Bank Building
55 Wall Street, New York.

Capital and surplus .....U.S. $6,500,000
Undivided Profits .....U.S. $1,173,000

H. T. S. Green,
President & General Manager.

London Office:
38 Bishopsgate, E. C.

San Francisco Office:
232 Montgomery Street.

Far Eastern Branches
China: Shanghai, Peking, Tientsin, Hankow, Hongkong, Canton.
Japan: Yokohama, Kobe.
Philippines: Manila, Cebu.
India: Bombay, Calcutta.
Straits Settlements: Singapore.
Dutch East Indies: Batavia, Soerabaya.

West Indian and Central American Branches:
Republic of Panama: Panama, Colon.
Republic of Colombia: Medellin.
Dominican Republic: Santo Domingo, San Pedro de Maceris.
Santiago, Puerto Plata.

In addition to our own Branches, by reason of our close affiliation with *The National City Bank of New York* we are able to offer the facilities of its branches at Bahia, Buenos Aires, Caracas, Genoa, Havana, Montevideo, Moscow, Petrograd, Rio de Janeiro, San Juan, P. R., Santiago de Cuba, Santos, Sao Paulo, Valparaiso.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits taken on rates that may be ascertained on application to the Bank.

H. C. GULLAND,
Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Commercial Bank of China

Head office: SHANGHAI

Subscribed Capital Sh. Tls. 5,000,000
Paid-up Capital . Sh. Tls. 2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.
On deposits in Dollars according to arrangement.

H. G. MARSHALL,
Chief Manager.

MITSUI BANK, Ltd
SHANGHAI BRANCH
3 Foochow Road

Capital (Paid-up) .....Yen 20,000,000
Reserve .....Yen 13,950,000
Head Office: Tokio, Japan.
President: Baron Takayasu Mitsui

Branches:
Osaka, Nishi (Osaka), Kobe, Yokohama, Nagasaki, Moji, Fukuoka, Shimonoseki, Hiroshima, Kyoto, Nagoya, Fukagawa, (Tokio), Otaru.

Bankers:
London: Messrs Barclays Bank, Ltd.
The London City and Midland Bank, Ltd.
New York: The National City Bank of New York.
The Guaranty Trust Co. of New York.

Every description of Banking and Foreign Exchange Business Transacted.

J. KENJOH, Manager

The Mercantile Bank of India, Ltd.

Authorised Capital	£1,500,000
Subscribed Capital	1,125,000
Paid-up Capital	562,500
Reserve Fund	650,000

HEAD OFFICE, 15 Gracechurch Street, LONDON, E. C.

London Bankers:
London Joint Stock Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Handy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore	

Shanghai Branch.

EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2% per annum and on Fixed Deposits at rates which may be ascertained on application.

26 The Bund.

9757

BANK OF COMMUNICATIONS

Specially authorised by Presidential Mandates of April 7th, 1914, and October 31st, 1915.

Paid-Up
Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING.
50 Branches and Agencies at principal commercial places in China

SHANGHAI BRANCH
35 Szechuen Road.

Interest allowed on both Current and Fixed Deposit Accounts; Credits granted to approved securities, and every description of Banking and Exchange business transacted.

H. TAO, Manager,
Y. M. CHIEN, Sub-Manager.

SUMITOMO BANK, LIMITED

SHANGHAI BRANCH
N. 1 Klukiang Road

Capital ..... Yen 30,000,000

President, Baron K. Sumitomo

Head Office: OSAKA

Branches:
Important places in Japan
London, New York, San Francisco, Seattle, Honolulu, Bombay and Hankow.

Banking Business in General. Foreign Exchange Business, Travellers' and Commercial Letters of Credit, Correspondents throughout the World.

S. KASAHARA,
Manager.

Telephones:—
Central 2318 Manager.
Central 2350 General Office.
Central 2356 General Office.
Central 4663 Compradore.
Central 4621 Night only.

The National Commercial Bank, Ltd.
(formerly known as The Chekiang Shing Nih Chartered Bank, Ltd.)

Established 1907.

Paid-Up Capital ...	$1,000,000.00
Reserve Fund	266,000.00

Head Office: Shanghai
14, Peking Road.
Tel. Nos. Central 2613 & Central 2614.

Branches:
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits both in taels and dollars according to arrangement.

Interest allowed on Savings Account at 4% per annum.

Credits granted on approved securities.

Every description of Banking and Exchange business transacted.

Shen Chu Hsu, Manager.
Shu Chin Mih, Sub-Manager.
O. C. Yang, Sub-Manager.

Business and Official Notices

The Hing Wah Paste Mfg. Company, Limited

Problem of high cost of living solved.

Our Macaroni, Paste Star, Vermicelli in coil and all soup stuffs, etc., are made from the choicest ingredients with the latest foreign-made machinery under the most hygienic conditions.

People living in China should consume the products of local industries, especially food stuffs.

We guarantee our goods are cheaper and fresher than imported goods.

Our goods have been examined and certified by the Hongkong Government Chemist.

Samples on application.

71 North Soochow Road.
Telephone Central 3385.

T. Ichiki & Co.

Phone North 2631.
Dealer in
Musical Instruments and Music.
Y. 38, North Szechuen Road.

NOTICE

We have this day appointed Mr. Arthur Eveleigh General Manager of our Shanghai Office.
YOUROVETA HOME AND FOREIGN TRADE CO., INC.,
Head Office: New York
Shanghai, September 3, 1918.
19203

Peking Union Medical College
Premedical School

Announcements for the Academic Year 1918-19.

Curriculum: The Premedical School offers a three year course in the fundamental subjects which are prerequisite to the study of medicine. The curriculum includes courses in mathematics, physics, chemistry, biology, English, Chinese and German. The work in the second and third years is of the grade required in the first two years of the best American Universities Student who completes the work of the Premedical School satisfactorily will be admitted to the first year of the Medical Schol without examination.

Medium of Instruction: All courses except those in Chinese language and literature are conducted in English.

Entrance Requirements: Admission to the Premedical School is by examination. To be eligible for the entrance examinations, a candidate must be a graduate of an approved Middle School, and must possess a good working knowledge of English, both oral and written.

Advanced Standing: Admission with advanced standing will be granted to candidates who present suitable credentials showing the completion of one or more years of work of collegiate grade and who pass satisfactory examinations in the subjects for which credit is desired.

Examinations: Examinations for entrance and for advanced standing will be held at Peking, Shanghai and Canton, June 18 to 22, and August 27 to 31, 1918.

Calendar: The first semester opens Tuesday, September 17, 1918, and closes January 31, 1919. The second semester opens February 11, 1919 and closes June 20, 1919.

The work of the Medical School will open in September, 1919.

Applications for admission to the entrance examinations and requests for further information should be addressed to

The Dean of the Premedical School,
Peking Union Medical College,
Peking, China.
17597

Shanghai Cricket Club

A Cinematograph Entertainment
will be given on the ground of the above Club (weather permitting) on WEDNESDAY, September 18, at 9 p.m.

In aid of

THE BRITISH RED CROSS

The Town Band will be in attendance. The gross proceeds will be handed over to the Fund. ADMISSION $2.00 each. Tickets may be obtained from:

Capt. E. I. M. Barrett,
Municipal Police
St. G. R. Clark, Esq.,
Hongkong and Shanghai Bank
R. Grimshaw, Esq.,
38 Kiangse Road
N. B. Ramsay, Esq.,
Chinese-American Co.
E. W. Stagg, Esq.,
Hongkong and Shanghai Bank
A. P. Wood, Esq.,
Shanghai Waterworks Co., Ltd.
D. H. Cook, Esq.,
Messrs. Anderson Meyer and Co.
G. H. Benwell, Esq.,
New Zealand Insurance Co., Ltd.
W. E. Anderson, Esq.,
Asiatic Petroleum Co., Ltd.
H. Langley, Esq.,
Messrs. Mustard and Co.
W. A. Willis, Esq.,
Messrs. Butterfield and Swire
Or from the undersigned
C. D. FIELD,
Secretary.
19199

WAR FUND DANCE

AND

Vaudeville Entertainment

September 10th

ASTOR GRILL ROOMS

SPECIAL DINNER

Opening of New Ball Room

Entire Proceeds to American and British War Funds

Dinner from 8. p.m. Tickets $3.00

First Class Orchestra in attendance
19156

DRINK

Sparklis Pure Aerated Water

Order books upon application to

The Eastern Syndicate
General Managers
128a Szechuen Road
Phone 3255
18947

Russian Lady Dentist

Miss. A. Gauhman

20 Nanking Road,
Time 9-12 : 2-6
Tel. 1916.
17257

CARPETS OF EXCELLENCE

At the Lowest Possible Prices.
Come and See Us.

The HWA YENG Factory—the largest and most modern of its kind—invites your inspection and patronage. We have a large stock of Tientsin carpets and rugs from which to choose. The best patterns manufactured from guaranteed quality sheep or camel hair. Our dyes are warranted fadeless. Customers' own designs made up to order.

Price according to quality and size from $7.50 upwards or, by the square foot, at $0.50 to $1.40 per foot.

For the convenience of our Patrons we have recently arranged an adequate and comfortable showroom PLEASE PAY US A VISIT. We shall be pleased to show you our carpets and the method of manufacture. You will not be importuned to buy; we leave this matter to your judgment.

Our factory will be found on the NORTH side of PEKING ROAD, a little East of Shanse Road corner. The No. is

127 PEKING ROAD.

BEWARE *of imitation Carpets*—purported to be made from camel or sheeps' wool—which are really manufactured from Hemp.
A Camel wool carpet will wear for 15 years.
A Hemp Carpet will wear for only 3 years.

THE CATHAY LACE CO.

19 Nanking Road, Shanghai

The Chief Manufacturers and Exporters of Hand-made Laces, Embroideries, etc.

BIG STOCK
of
FILET LACES
for
WHOLESALE

Amusements

ST. GEORGE'S CINEMA

BUBBLING WELL.

September 8th.
ETHEL GLAYTON
and
GEORGE S. SPENCER
in
"THE COLLEGE WIDOW"
a Photo Play in Five Parts, from the famous comedy of the same name
by
George Ade
Also
Comic and Scenic Films
Commencing at 9.15 p.m.

ISIS THEATRE

Corner of Jukong and North Szechuen Roads

TONIGHT — TONIGHT
Sunday, September 8th
The Yiddsh Vaudeville Co.
Under the management of Mr. E. BLEICHMANN of Bucharest, Roumania,—Presents
PROGRAM
1. *A MENSH SOL MEN SEIN*
Comedy, Singing and Dancing, played by Mr. and Mrs. BLEICKMANN and Mr. DAWIDOW
2. *NOECH SHICKER*
One Act Vaudeville
3. *DER SCHNORER*
Comedy, Singing and Dancing, played by Mr. & Mrs. BLEICKMANN, DAWIDOW and BLUM
PRICES OF ADMISSION:
Box (4 Seats) $8.00. Dress Circle $1.50 Stalls $1.00
The next performance will be given
On Thursday, 19th Sept.

Calculator Machines for Sale

A time-and-money-saving machine which adds, subtracts, multiples and divides. Sold for the small sum of Tls. 15.00 only.

APPLY TO THE
Continental Import & Export Company
8 MUSEUM ROAD.
18867

TURKISH BATH
and
MASSAGE ESTABLISHMENT

Specialty for rheumatism and nervousness; fat people reduced. 15 years' experience in U.S.A. Patients attended at their residences by arrangement.

Prof. I. K. SETO,
Tel. N. 2768, 25 North Szechuen Road.

BORN 1915
STILL EXISTING

WIDLER & CO. 太 W 公司 平 CHUNGKING

Widler & Company
Chungking, West China.

Sailed from Shanghai

For London, etc.
Mishima Maru ..... July 27
Kanagawa Maru ..... Aug. 11
Glenavy .. .. Aug. 13
Kawachi Maru ..... Sept. 2
Sado Maru ..... Aug. 16
For Liverpool etc.
Priam ..... Aug. 18
For San Francisco
Harold Dollar ..... Aug. 9
Nanking ..... Aug. 14
Ecuador ..... Aug. 20
Korea Maru ..... Aug. 21
Siberia Maru ..... Sept. 3
For Seattle
Manila Maru ..... Aug. 1
Grayson ..... Aug. 20
For Tacoma:
Suwa Maru ..... Aug. 22
Altai Maru ..... Aug. 26
For Vancouver
Monteagle ..... Aug. 9
For Marseilles
Solvaer ..... Aug. 9
For Port Said:—
Porthos ..... Aug. 13
Andre Lebon ..... Aug. 26

AMUSEMENTS

Olympic Theatre

PROGRAMME
for
September 8th, and 9th
and
MATINEE
Today, at 3.15 p.m.
PRESENTING
The Metropolitan Opera Star
GERALDINE FARRAR
in
"TEMPTATION"
IN SIX PARTS
and
Other New Films

AMUSEMENTS

SHOWING
AT THE
Victoria Theatre
on
September, 8th & 9th
and at the
MATINEE TODAY, the 8th
Marguerite Clark
in
"THE GOOSE GIRL"
A DRAMA OF LOVE AND ADVENTURE IN REALMS OF ROMANCE
and
OTHER NEW FILMS

Open Air Cinema
VERDUN GARDEN
474 Avenue Joffre 474

SPECIAL PROGRAMME
For Sunday, September 8.

The Great Metro Wonderplay in Six Acts
"THE WHITE RAVEN"
Featuring the wonderful actress
Ethel Barrymore

The human interest element is given strong play in this powerful drama. The production is admirably typed throughout and very sweetly and delicately portrayed by Miss Ethel Barrymore, in a story which quickens and binds the sympathies by its vivid portrayal by a cast of unusual brilliance.

Time and Prices as Usual

ISIS THEATRE
Corner of Jukong and North Szechuen Roads

SPECIAL ATTRACTION
Monday, 9th Sept. to Thursday, 12th Sept.
HAN PING CHIEN
Presenting the World Renowned
"PEKING MYSTERIES"
AND THE SAME
Original Company that Mystified
New York London Paris **15 Months** *Chicago Vienna Berlin* **9 Months**
AND ALL THE PRINCIPAL CITIES OF THE WORLD

TONS of Elaborate Magical Apparatus Special Scenic and Electrical Effects **100** New Illusions Startling Feats and Sensational Surprises

Positively the Greatest Sensation the World has ever Seen

Showing the Screaming Triangle Keystone Comedy in 3 Parts
"THE WORST OF FRIENDS"

PRICES OF ADMISSION:
Box Seats $1.00, Dress Circle $0.60, Stalls 40-30 and 20 Cents.

TONIGHT — APOLLO THEATRE — TONIGHT

"HELL'S HINGES"

WE SHALL PRESENT
Thos. H. Ince's Great Triangle Film
Featuring
William S. Hart, Clara Williams, Louise Glaum

"HELL'S HINGES"

In a rough lawless community there stood a place of ill-repute, a place that it was good to pass by — Its original name was shrouded by its evil deeds, and finally lost. To those who knew it suggested the title "Hell's Hinges," a rough but not inept name, a town of undiluted evil, a crying scandal to civilization.

AROUND THIS PLACE THERE HAS BEEN WOVEN A STORY, GREAT IN ACTION, MAGNIFICENT IN PHOTOGRAPHY, AND ONE WORTH SEEING

Picturesque Landscapes | *Time and Prices as Usual* | **"For he who came to scoff remained to pray"** | *Time and Prices as Usual* | **"Wife and the Auto Troubles"**

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AN CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Sept. 9	—	Tacoma & Seattle	Africa Maru	Jap.	O. S. K.
Sept 10	—	San Francisco	China	Am.	C.M.S.S. Co.
Sept. 13	—	San Francisco	Tenyo Maru	Jap.	T.K.K.
Sept. 14	—	San Francisco	Colombia	Am.	P.M. S.S. Co
Sept. 14	—	Vancouver	E. of Japan	Br.	C.P.R.
Sept. 15	—	Seattle etc.	Fushimi Maru	Jap.	N.Y.K.
Sept. 19	—	Tacoma & Seattle	Arabia Maru	Jap.	O. S. K.
Sept. 20	—	Vancouver	Key West	Br.	C.P.R.
Sept. 29	—	Seattle, etc.	Kashima Maru	Jap.	N.Y.K.
Oct. 10	—	Vancouver	Monteagle	Br.	C.P.R.
Oct. 5	—	San Francisco	Shinyo Maru	Jap.	T.K.K.
Oct. 12	—	San Francisco	Venezuela	Am.	P.M.S.S. Co.

FOR JAPAN PORTS

Sept. 10	—	N'saki, Kobe, & Y'hama	Yamashiro Maru	Jap.	N.Y.K.
Sept. 11	—	Kobe	Iyo Maru	Jap.	N.Y.K.
Sept. 13	—	N'saki, Kobe, Y'hama	Chikugo Maru	Jap.	N.Y.K.
Sept. 14	—	Moji, Kobe & Osaka	Takeshima Maru	Jap.	N.Y.K.
Sept. 21	—	Moji, Kobe & Osaka	Omi Maru	Jap.	N.Y.K.
Sept. 28	—	Moji, Kobe & Osaka	Takeshima Maru	Jap.	N.Y.K.
Sept. 20	—	N'saki, Kobe & Y'hama	Tategami Maru	Jap.	N.Y.K.
Oct. 5	—	Moji, Kobe & Osaka	Omi Maru	Jap.	N.Y.K.

FOR EUROPE, INDIA, STRAITS, ETC.

———	—	London, etc.	Inaba Maru	Jap.	N.Y.K.
———	—	London, etc.	Iyo Maru	Jap.	N.Y.K.
Sept. 9	—	Port Said, etc.	Sphinx		

FOR SOUTHERN PORTS

Sept. 8	—	Hongkong	Mexico Maru	Jap.	O.S.K
Sept. 8	noon	Foochow	Hsinchi	Chi.	C.M.S.N. Co
Sept. 8	D.L.	Swatow & Hongkong	Kaifong	Br.	B. & S.
Sept. 8	noon	Swatow	Tamsui	Br.	B. & S.
Sept. 9	4.30	Ningpo	Hsin Peking	Br.	B. & S.
Sept. 9	4.00	Ningpo	Hsin Ningshao	Chi.	N.S.N. Co.
Sept. 10	4.30	Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
Sept. 10	D.L.	Swatow	Holhow	Br.	B. & S.
Sept. 10	D.L.	Swatow	Wenchow	Br.	B. & S.
Sept. 10	—	Hongkong	Kwangtah	Chi.	C.M.S.N. Co.
Sept. 11	2.00	S'tow, H'kong & Canton	Taisang	Br.	J.M. & Co.
Sept. 12	D.L.	Amoy, H'kong & C'ton	Sunning	Br.	B. & S.

FOR NORTHERN PORTS

Sept. 8	noon	W'wei, C'foo & T'sin	Kingsing	Br.	J. M. & Co.
Sept. 10	1.30	Dairen	Sakaki Maru	Jap.	S.M.R.
Sept. 10	3.00	W'wei, C'foo & T'sin	Shuntien	Br.	B. & S.
Sept. 10	D.L.	Antung	Paoting	Br.	B. & S.
Sept. 10	3.00	W'wei, Chefoo & T'sin	Shuntien	Br.	B. & S.
Sept. 11	—	Chinwangtao	Upolu	Jap.	K.M.A.
Sept. 13	3.00	Tsingtao & Dairen	Kobe Maru	Jap.	S.M.R.

FOR RIVER PORTS

Sept. 8	M.N.	Hankow, etc.	Kiangyung	Chi.	C.M.S.N. Co.
Sept. 9	M.N.	Hankow, etc.	Yohyang Maru	Jap.	N.K.K.
Sept. 9	M.N.	Hankow, etc.	Tungting	Br.	B. & S.
Sept. 9	M.N.	Hankow, etc.	Kiangwah	Chi.	C.M.S.N. Co
Sept. 10	M.N.	Hankow, etc.	Siangyang Maru	Jap.	N.K.K.
Sept. 10	M.N.	Hankow, etc.	Loongwo	Br.	J. M. & Co.
Sept. 10	M.N.	Hankow, etc.	Luenyi	Br.	B. & S.
Sept. 11	M.N.	Hankow, etc.	Poyang	Br.	B. & S.
Sept. 12	M.N.	Hankow, etc.	Tachang Maru	Jap.	N.K.K.
Sept. 13	M.N.	Hankow, etc.	Chungking	Br.	B. & S.

*A.M. M.N.—MIDNIGHT. D.L.—DAYLIGHT.

Arrivals

Arrived	From	Ship's Name	Flag	Agents
Sept. 7	Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
Sept. 7	Hongkong	Kwangtah	Chi.	C.M.S.N. Co.
Sept. 7	Foochow	Hsinchi	Chi.	C.M.S.N. Co.
Sept. 7	Hankow	Kiangwah	Chi.	C.M.S.N. Co.
Sept. 7	Hankow	Tungting	Br.	B. & S.
Sept. 7	Swatow	Tamsui	Br.	B. & S.
Sept. 7	Chinwangtao	Fukuken Maru	Jap.	
Sept. 7	Tsingtao	Nagasaki Maru 2	Jap.	
Sept. 7	Japan	Fokura Maru	Jap.	
Sept. 7	Japan	Takaosan Maru	Jap.	
Sept. 7	Japan	Africa Maru	Jap.	O.S.K.
Sept. 7	Japan	Mexico Maru	Jap.	O.S.K.
Sept. 7	Japan	Yamashiro Maru	Jap.	N.Y.K.

Departures

Date	For	Ship's Name	Flag	Agents
Sept. 7	noon Hongkong and Canton	Sulyang	Br	B. & S
Sept. 7	M.N. Wenchow & Ningpo	Kwangchi	Chi.	C.M.S.N. Co.
Sept. 7	10.00* W'wei, Chefoo & T'sin	Shengking	Br.	B. & S.
Sept. 7	M.N. Hankow, etc.	Wuchang	Br.	B. & S.
Sept. 7	M.N. Hankow, etc.	Sulyang Maru	Jap.	N.K.K.
Sept. 7	— Ningpo	Kiangteen	Chi.	C.M.S.N. Co.

Men-of-War In Port

Section	Date	From	Name	Flag and Rating	Tons	Gun.	Man	Commander
WTW	Oct. 27	Y'tze	Nightingale	Br.	g-b			
BNB	—	—	Kinsha	Br.	g-b.			
7 P	—	—	Quiros	Am.	g-b.			
2 C	—	—	Samar	Am.	g-b.			
WTW	—	—	Snipe	Br.	g-b.			
P&OBI	—	—	Widgeon	Br.	g-b.			

Vessels Loading

For River Ports

HANKOW & PORTS.—The Co.'s **Kiangyung**, Captain W. McIlwain, will leave on **Sunday** night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Co.'s Str. **Yohyang Maru**, Captain H. Yamasnitn, will be despatched from N.K.K Pootung Wharf on **Monday, Sept. 9**, at about 12 o'clock midnight. For Freight and Passage apply to The Nisshin Kisen Kaisha No. 5 The Bund Tel. No. 3256.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Tungting**, Captain Torrible, will leave from the French Bund on **Monday, September 9**, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The Str. **Kiangwah**, Captain John McArthur, will leave on **Monday** night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Luenyi**, Captain Frazier, will leave from the Fernch Bund on **Tuesday, September 10**, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Loongwo**, tons 3,925, Capt. Finelson, will leave on **Tuesday, September 10**, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine Matheson & Co., Ltd., General Managers. Passengers Tel. No. 240, Freight Tel. No. 250.

HANKOW & PORTS.—The Co.'s Str. **Siangyang Maru**, Captain J. A. Scott, will be despatched from N.Y.K. Mail Wharf on **Tuesday, September 10**, at about 12 o'clock midnight. For Freight and Passage apply to The Nisshin Kisen Kaisha No. 5 The Bund Tel. No. 3256.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Poyang**, Captain Carnaghan, will leave from the French Bund on **Wednesday, Sept. 11**, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Chungking**, Captain J. Meathrel, will leave on **Friday, Sept. 13**, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents. Tel. No. 77.

For Southern Ports

HONGKONG.—The Str. **Mexico Maru**, Capt. K. Komiya, will be despatched from the Co.'s Yangtszepoo Wharf on **Sunday, September 8**, at 1 p.m. The steam-launch conveying passengers on board will leave the Customs jetty at noon on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4 The Bund. Tel. No. Central 4234 and 4235.

FOOCHOW.—The Str. **Hsinchi**, Captain E. Hansen, will leave on **Sunday** noon. For Freight or Passage apply to C.M.S.N. Co.

SWATOW & HONGKONG.—The China Navigation Co.'s Steamer **Kaifong**, Captain E. B. Jones, will leave from the French Bund on **Sunday, September 8**, at daylight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW.—The China Navigation Co.'s Steamer **Tamsui**, Captain J. S. DeWolf, will leave on **Sunday, September 8**, at noon. For Freight or Passage, apply to Butterfield & Swire, Agents. Tel. No. 77.

NINGPO.—The China Navigation Co.'s Steamer **Hsin Peking**, Captain A. Scott, R.N.R., will leave from the French Bund on **Monday, September 9**, at 4.30 p.m. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77. Passage Tel. No. 401.

HONGKONG.—The Str. **Kwangtah**, Captain C. Stewart, will leave on **Tuesday** morning. For Freight or Passage apply to C.M.S.N. Co.

SWATOW.—The China Navigation Co.'s Steamer **Holhow**, Captain F. M. Dillon, will leave on **Tuesday, September, 10**, at daylight. For Freight or Passage, apply to Butterfield & Swire, Agents. Tel. No. 77.

SWATOW.—The China Navigation Co.'s Steamer **Wenchow**, Captain A. McDowell, will leave on **Tuesday, Sept. 10**, at daylight. For Freight or Passage, apply to Butterfield & Swire, Agents. Telephone No. 77.

AMOY, HONGKONG and CANTON.—The China Navigation Co.'s Steamer **Sunning**, Captain W. L. Jones, will leave from the French Bund direct for the above ports on **Thursday, Sept. 12**, at daylight. For Freight or Passage apply to Butterfield & Swire, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

TAKAO (Formosa) via FOOCHOW and KEELUNG.—The Str. **Kohoku Maru**, Captain S. Ohba, will be despatched from the Co.'s Yangtszepoo Wharf on **Thursday Sept. 19**, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ——— on the same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Central Tel. No. 4234 and 4235.

For Northern Ports

ANTUNG.—The China Navigation Co.'s Steamer **Paoting**, Captain P. R. Purslow, will leave on **Tuesday, September 10**, at 4 p.m. For Freight or Passage, apply to Butterfield & Swire, Agents. Tel. No. 77.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Shuntien**, Captain Northcombe, will leave from the French Bund on **Tuesday, September 10**, at 3 p.m. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

CHINWANGTAO, direct.—The K. M.A. will despatch the following str. **Ppolu**, on **Wednesday, September 11**, For Freight or Passage, apply to Agent, 1, Jinkee Road, Tel. Central 1115

TIENTSIN and DAIREN.—The Steamer **Keelung Maru**, Captain S. Imai, will be despatched from the Co.'s Yangtszepoo Wharf on **Thursday, September 19**, at ——— The steam-launch conveying passengers on board will leave the jetty in front on the Nisshin Kisen Kaisha at ——— on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund Central Tel. No. 4234 and 4235.

For Foreign Ports

TACOMA & SEATTLE CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer **Africa Maru**, Capt. H. Yamamoto, will be despatched on **Sunday, September 8**, at 2 p.m. Through Bills of Lading are granted to overland points connecting with the Chicago, Milwaukee & St Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany shipment to U. S. A. The steam-launch conveying passengers on board will leave the Custom's jetty at 10 a.m. on the same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha. No. 4 The Bund. Tel. No. Central 4234 and 4235.

SEATTLE, TACOMA, V'COUVER B. C. CALLING at VICTORIA via NAGASAKI, KOBE and YOKOHAMA.—The O.S.K. Str. **Arabia M.** Captain S. Nagata, will be despatched on **Thursday, September 19.** Through Bills of Lading are granted to overland points in U.S.A. & Canada connection with the Chicago, Milwaukee and St. Paul Railway Co., Consular Invoices must accompany shipment to U. S. A. The steam-launch conveying passengers on board will leave the Custom's jetty at ——— on the same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha. No. 4. The Bund. Tel. No. Central 4234 and 4235.

C. N. C.
CHINA NAVIGATION CO., LTD.

YANGTSZE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. Luenyi, Ngankin, Poyang, Tatung, Tungting, Wuchang and Chungking.—Sailing from the French Bund at midnight. These steamers connect at Hankow with the Company's regular sailings on the Middle Yangtsze and Hunan Lines.

The steamers Wuchang and Chungkiang are specially fitted to handle heavy lifts, &c. but have no accommodation for Foreign passengers.

Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.

For WEIHAIWEI, CHEFOO and TIENTSIN (and PEKING via TIENTSIN).—S.S. Tungchow, Fengtien, Shuntien and Shengkiang.—Sailing from the French Bund.

Regular sailings every Tuesday and Saturday and every alternate Thursday.

For AMOY, SWATOW, HONGKONG, and CANTON—S.S. Suiyang, Sunning, Sinkiang, Yingchow, Sungkiang and Kaifong.—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with service to Philippines and Australian ports will be advised upon application.

Regular sailings every Tuesday, Thursday and Sunday mornings.

For Ningpo.—S.S. Hsin Peking.—Sailing from the French Bund

Regular sailings every Monday, Wednesday and Friday at 4.30 p.m.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of passengers.

For further particulars regarding Sailings, Passage Rates, &c see "THE TAIKOO SHIPPING GAZETTE" obtainable from the Undersigned, or from The International Sleeping Car and Express Trains Co. (Astor House), or from Messrs. Thomas Cook & Son, Russo-Asiatic Bank Buildings, 18 The Bund.

BUTTERFIELD & SWIRE,
Agents 21-23 French Bund.

Freight: Telephone Central 77,
Passage: Telephone Central 401.

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"SUNSHINE BELT"
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AMERICAN REGISTRY
SAILINGS FROM SHANGHAI (Subject to Change)

For San Francisco via Kobe, Yokohama and Honolulu		For Hongkong via Manila	
S.S. COLOMBIA	Sept 14	S.S. VENEZUELA ...	Sept. 21
S.S. VENEZUELA	Oct. 12	S.S. ECUADOR	Oct. 19

Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two Bed staterooms only. No Upper Berths. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd., and Toyo Kisen Kaisha.

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By the Modern, Oil Burning Steamers
"COLUSA" ....16,000 tons "SANTA CRUZ" 15,000 tons
AMERICAN REGISTRY
SAILINGS FROM MANILA (Subject to Change)

For Colombo via Singapore and Calcutta		For San Francisco via Cebu and Honolulu	
S.S. COLUSA	Oct. 10	S.S. SANTA CRUZ ..	Sept. 25
S.S. SANTA CRUZ ...	Nov. 27	S.S. COLUSA	Nov. 25

Safety and comfort of passengers our first consideration. For information re freight or passage apply to
PACIFIC MAIL STEAMSHIP COMPANY
1-B Nanking Road, Palace Hotel Building.
Telephone Central 5056 Cable Address "Solano"

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(Osaka Mercantile S. S. Co.)
Under Mail Contract with the Imperial Japanese Government
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(Subject to Alteration)

EUROPEAN LINE
For Marseilles
For Genoa
AMERICAN LINE
Via Pacific, calling at Nagasaki, Kobe, Yokkaichi, Yokohama and Victoria or Vancouver, B. C.

		arr.	leave.
For Tacoma and Seattle, Wash.			
"AFRICA MARU"	(18,000 tons) Capt. H. Y'amoto,	Sept. 7,	Sept. 8
"ARABIA MARU"	(18,000 tons) Capt. S. Nagata,	Sept. 18,	Sept. 19
For Hongkong			
"MEXICO MARU"	(12,000 tons) Capt. K. Komiya,	Sept. 7,	Sept. 8

CHINA COASTING LINE
For Tsingtau, Tientsin and Dairen
"KEELUNG MARU" (1,569 tons) Capt. S. Imai, Sept. 17 Sept. 19
For Foochow, Keelung, (Formosa) and Takao
KOHOKU MARU (2,610 tons) Capt. S. Ohba Sept. 17 Sept. 19

The Company also run numerous steamers from Japan to South America, South Africa, Australia, India, Java, China, Korea, Vladivostok and also between the principal ports in Japan.

For freight, passage and further information, please apply to.—

M. SHIMAMURA.
Mangager.
Tel. Address: SHOSEN, SHANGHAI.

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To CANADA, UNITED STATES and EUROPE via VANCOUVER
In connection with the Canadian Pacific Railway
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For Vancouver via Nagasaki, Kobe and Yokohama		For Hongkong	
Empress of Japan	Sept. 14	Monteagle	Sept. 22
†Key West	Sept. 20	Empress of Japan	Oct. 29
Monteagle	Oct. 10	Monteagle	Dec. 3
Empress of Japan ..	Nov. 9	Empress of Japan	Dec. 24

† Cargo Only

* Monteagle calls at Moji

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For further information regarding passenger fares, sailings, etc., apply to
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Tel. Central 182.

For through bills of lading quotation of freight rates, etc., apply to
L. E. N. RYAN, Agent,
Corner Peking and Yuen Ming Yuen Roads.
Tel. Central 181.

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SHANGHAI BRANCH OFFCE
TOYO KISEN KAISHA
(ORIENTAL STEAMSHIP COMPANY.)

Imperial Japanese and U. S. M. Line to San Francisco from Shanghai via Nagasaki, Kobe, Yokohama and Honolulu
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PROPOSED SAILINGS FROM SHANGHAI

TENYO MARU ..... 22,000 tons for San Francisco, Sept. 13, 1918
SHINYO MARU ..... 22,000 tons for San Francisco, Oct. 5, 1918

FOR HONGKONG DIRECT

All the steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performances, Deck Dances. Service and Cuisine unexcelled.

Lay-Over privileges allowed at all ports of call. Interchangeable with steamers of the Pacific Mail Steampship Company and Canadian Pacific Ocean Service, Ltd.

Railway transportation between Nagasaki, Kobe and Yokohama may be had on application to the purser.

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North China Insurance Co.'s Building
'Phone Central 3229 (Entrance, 71 Szechuen Road.)

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THE AMERICAN STEAMERS
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WILL SAIL FROM SHANGHAI FOR
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VIA NAGASAKI, YOKOHAMA AND HONOLULU

S.S. "CHINA"		SEPT.	10th
* S.S. "NANKING"		OCT.	24th

* S.S. "Nanking" does not call at Nagasaki.

FOR HONGKONG VIA MANILA

S.S. "NANKING"		OCT.	6th
S.S. "CHINA"		NOV.	4th

For further information regarding passenger fares, sailings, freight rates, etc., apply to
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CORNER SZECHUEN & KIUKIANG ROADS
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EUROPEAN LINE

For London or Liverpool via ports.
* (For Liverpool.)

	Tons		
INABA MARU	13,500	———	
IYO MARU	12,500	———	

AMERICAN LINE

Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B. C., and Seattle, Washington.

FUSHIMI MARU	21,000	Capt. T. Irisawa,	Sept. 15
KASHIMA MARU	19,000	Capt. T. Tozawa,	Sept. 29

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

YAMASHIRO MARU ..	7,000	Capt. Y. Nakajima,	Sept. 10
CHIKUGO MARU	5,000	Capt. M. Taniguchi,	Sept. 13
TATEGAMI MARU	4,500	Capt. N. Tsuruhashi,	Sept. 20

SHANGHAI, MOJI, KOBE AND OSAKA LINE

TAKESHIMA MARU .	4,500	Capt. R. Arakida,	Sept. 14
OMI MARU	7,000	Capt. M. Michida,	Sept. 24
TAKESHIMA MARU ...	4,500	Capt. R. Arakida,	Sept. 28
OMI MARU	7,000	Capt. M. Michida,	Oct. 5

FOR JAPAN

IYO MARU	12,500	Capt. K. Asakawa,	Sept. 11

KOBE TO SEATTLE

ATSUTA MARU	16,000	Capt. K. Inatsu,	Sept. 13

FOR HONGKONG

KATORI MARU	19,000	———	Oct. 2
KASHIMA MARU	19,000	Capt. Y. Tozawa,	Dec. 4

FOR MANILA AND HONGKONG

SUWA MARU	21,000	———	Oct. 22
FUSHIMI MARU	21,000	———	Nov. 26

AUSTRALIAN LINE

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila.)

TANGO MARU	14,000	———	
NIKKO MARU	10,000	———	Oct. 16
AKI MARU	13,500	———	Nov. 20

CALCUTTA LINE

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage.)

BOMBAY LINE

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage.)

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to

T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.

Tel. Address: Yusen, Shanghai.

The Chinese Benevolent Association

271-6 Boulevard des Deux Republiques

Benevolent Fund Ticket
$50,000.00

Issued under the authorisation of the Government of the Republic of China on the 2nd February, 1918.

To be drawn among 50,000 successive numbers in full view of the public in Shanghai, China, on the 15th September, 1918.

One tenth of each ticket will be sold at $0.60, the proceeds of which after payment of prizes, charges, etc., will be divided between the North China Famine Relief Fund and the Benevolent Institutions. The Association reserves to itself the right to allocate the proceeds to the above objects; if any of the tickets are unsold on date of drawing proportional reduction in the allocation will be made.

Prices for whole tickets $6.00.

LIST OF PRIZES FOR WHOLE TICKETS

1	First Prize		$50,000.
1	Second Prize		10,000.
1	Third Prize		5,000.
2	Fourth Prize	$2,000 each	4,000.
2	Fifth Prize	1,000 „	2,000.
2	Sixth Prize	500 „	1,000.
10	Seventh Prize	100 „	1,000.
20	Eighth Prize	50 „	1,000.
50	Ninth Prize	40 „	2,000.
800	Tenth Prize	20 „	16,000.
	Each approximate to the First Prize..	300 „	600.
	Each approximate to the Second Prize.	150 „	300.
	Each approximate to the Third Prize ..	100 „	200.
4	Each approximate to the Fourth Prize .	50 „	200.
499	For numbers having the two terminal figures similar to those of first Prize ..	18 „	8,982.
499	For numbres having the two terminal figures similar to those of Second Prize.	15 „	7,485.
499	For numbers having the two terminal figures similar to those of Thi d Prize ..	12 „	5,988.
998	For numbers having the two terminal figures similar to those of Fourth Prize .	10 „	9,980.
3394	drawn tickets	Total	$125,735.

All prizes won will be given at the office of the Bank of China, Shanghai Branch, No. 3 Hankow Road, Shanghai.

THE CHINESE BENEVOLENT ASSOCIATION.

19068

Large Display Advertisements
intended for the Sunday issue of The China Press should be sent in before **5 p.m. on Friday**

Chauffeur Charged With Aiding Robbers

Chinese In Mixed Court In Connection With Case Of Germans

A Chinese named Dzaung Ah-hoo, alleged to be the chauffeur who drove several of the Germans tried for armed robbery to and from the scene of the raid of April 23, appeared in the Mixed Court yesterday on a charge of aiding and abetting in the affair. At the request of Detective Inspector Burnside he was remanded for hearing before the American assessor and will appear before Assessor Tenney and Magistrate Li on Tuesday.

R. Taylor, one of the men arrested last week, was brought before Mr. Tenney in the United States Consular Court yesterday on a charge of conspiring and attempting to commit a robbery and was bound over to the United States Court for China for trial. Mr. R. T. Bryan appeared to prosecute as Acting District Attorney.

It is expected that C. Krausch who confessed in the opium robberies cases will appear for trial in the United States Court some time this week.

HAND-MADE

CARPETS AND RUGS

THE SINO-BELGIAN CARPET, RUG AND LACE MANUFACTORY CO., LTD. beg to inform the public that they are now prepared to make carpets of any dimensions.

DESIGNS BOTH ORIENTAL AND FOREIGN

We use first class materials only

Supervision is entir ly under foreign management. A visit from those interested would be greatly appreciated.

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Russian School
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School-Mediator between the Russian and English School for Russian children.

Two Classes
Beginning 16th September

Evening courses of Russian language for Russian pupils of local English and French schools.

Evening courses of English language for adults.

Courses of Russian language for foreigners.

Moderate terms

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Secretary,
Russian Educational Society
R. Valdman, c/o Russo-Asiatic Bank.

19185

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FOREMOST Russian Steamship Company. Owners of ever 300 Cargo and Passenger steamers, plying on the Vola, Kama, Oka, Kura and Caspian Sea.

Inclusive through transport rates quoted and through Bills of Lading issued to all parts of the world.

SPECIAL FACILITIES GRANTED FOR SHIPMENTS TO AND FROM RUSSIA. Marine and War Insurance risk covered on first class policies at lowest current rates.

Charges and Invoices collected through our Branches and Agencies. BRANCH OFFICES AND WAREHOUSES IN ALL RUSSIAN TOWNS OF IMPORTANCE. Also in Great Britain, France, Italy and United States of America.

M. A. MORDUCOVITCH, Manager,
Telephone No. 1478, 1 The Bund,

MR. AND MRS. LOBINGIER ENTERTAINED IN MANILA

Judge Charles S. Lobingier returned early in the week from Tientsin where he has been holding an adjourned session of the United States Court. A prior session, earlier in the summer, was devoted to civil business, the adjourned session being necessitated by certain criminal cases recently arising.

Between the two sessions the Judge made a flying trip to Manila to meet Mrs. Lobingier who returned from America on the army transport Sherman and is now at Unzen, Japan, until the close of the hot season when she will return to Shanghai. Their visit in the southern city was brief though enjoyable. Both were extensively entertained by their old friends and the Judge was the guest of honor at a men's dinner given by Governor General Harrison at Malacanan Palace and also at a luncheon given at the Manila Hotel by President Quezon of the Philippine Senate.

Judge Lobingier addressed the officers' training camp comprising over 1,000 men of the Philippine National Guard, as well as the Law Forum of the University of the Philippines including the entire student body of the College of Law, and was invited to be one of the speakers at the observance of the twentieth anniversary of the occupation day, August 13. Mrs. Lobingier spoke before the Manila Woman's Club of which she was one of the founders, and also before the Manila Chapter, Daughters of the American Revolution, dwelling in each case upon woman's war work in America.

Of Judge Lobingier's address at Camp Claudio, dealing with world problems to be settled by Allied victory, the Manila Daily Bulletin spoke in high praise.

Postpone Election Of Vice-President

Reuter's Pacific Service

Peking, September 6.—The election of the Vice-President has been postponed until a suitable day prior to October 10.

The Cabinet has decided to appoint General Chang Tso-lin High Commissioner of the Three Eastern Provinces.

The Imperial Family has appointed the ex-Regent to congratulate Hsu Shih-chang on his election to the Presidency.

BATTLE NEAR AT AMOY

Reuter's Pacific Service

Peking, September 6.—General Chen Chiung-ming with 12,000 followers is still at Changchow but his advanced patrols have been seen on the Changchow railway within sight of Amoy.

General Li says that he is preparing to attack the Southerners. He is reported to have received large quantities of munitions and some half-million dollars from the north.

The people of Foochow continue to be agitated and steamers to Shanghai are crowded while numbers of Chinese are flocking into the foreign settlement.

The Shanghai Chemical Laboratory

No. 4 Canton Road

Dr. C. CAMERON

DENTAL SPECIALIST

38 Nanking Road
SHANGHAI

Office Hours

9 to 12
2 „ 6

Residences For Sale

Newly built modern houses for sale on terms to suit purchasers.

LAND FOR SALE

In all parts of settlement suitable for MILLS, FACTORIES, RESIDENCES.

Central District Property For Sale

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We have for sale residential property, very attraetive for investors.

Fire Insurance
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J. BEUDIN and M. SPEELMAN,
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Since War broke out

10,000 Oliver Typewriters

have been bought by H. B. M. Government for military purposes

Oliver Typewriter Agency: 1, Foochow Road.

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KAIPING Coal Coke

For all Industrial and Household Purposes

Offices: No. 1 Jinkee Road, Shanghai

Business and Official Notices

SHANGHAI ROWING CLUB

AUTUMN REGATTA

NOTICE is hereby given that the Autumn Regatta will be held at Henli on October 27, when the following events will take place:

Griffin Tub Sculls
Griffin Pairs
Griffin Fours
International Trial Pairs
International Trial Fours
International Trial Eights
S.V.C. Fours vs. Fire Brigade
Hong Fours
Junior Pairs
Motorboat Races
Sailing Races

By Order of the Committee,—
E. A. ERICSON,
Hon. Secretary.
19247

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19249

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Special for diseases and operations on the eyes, ears, throat and nose.

9-11 a.m. and 1-4 p.m.
3 Kiukiang Rd. Tel. C. 1801.
19251

FOR SALE

MOTOR CAR—Baby Peugeot (French Car). Four cylinders, water cooled. Petrol consumption—winter 27, summer 32 miles per gallon petrol—averages on one week's running. Very good condition. Newest car of type in Shanghai. Owner leaving Shanghai.

Apply: G. Hummel, North-China Insurance Co., Ltd., Kiukiang Road.
19250

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For
Venereal and Surgical diseases.
Men and Women's diseases.
Skin diseases and rheumatism
Injection of all kinds of vaccine serums, and 1914 (606).
Charges moderate.
(Japanese) Dr. K. WATANABE, A.M., M.D.
31 Haining Road (fifth house from North Szechuen Road).
Tel. North 2279.
17846

BUTTER! BUTTER!! BUTTER!!!

Fresh Butter in one-lb. pats.

"DAISY" BRAND
and
"MEADOW" BRAND

may be obtained from all leading Storekeepers in Shanghai and the principal Outports. Shipped to Outports packed in pure machine made ice.

Tinned Butter in 2 lb. (nom) tins
Finest Australian

"BULLFINCH" BRAND
and
"RED FEATHER" BRAND

Imported by
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Tel. 346. 5 Peking Road.

The International Recreation Club

KIANGWAN RACES

46th GYMKHANA MEETING
19th and 21st September, 1918.
(Thursday and Saturday)

ENTIRES for all events close on Wednesday, 11th September, 1918, at 6 p.m. at the Club House, 126, Bubbling Well Road. Entry forms may be obtained upon application to the undersigned.

By Order,
Y. S. DAY,
Secretary.

AMERICAN
APPLE CIDER
APPLE CIDER
APPLE CIDER
SWEET,
PURE
&
WHOLESOME

For Sale by All Clubs, Hotels and Stores,

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Take Advantage Of The High Exchange!

Open a Gold Dollar Account

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AMERICAN EXPRESS CO.

10 THE BUND

ANNOUNCEMENT

We beg to inform the Public the new

Safety Deposit Vault

of this bank has been completed, and Safety Boxes may be rented beginning from this day.

Booklets and Regulations will be given on application
Inspection invited

THE NATIONAL COMMERCIAL BANK, LIMITED
PEKING AND KIANGSE ROADS
September 5, 1918. 19216

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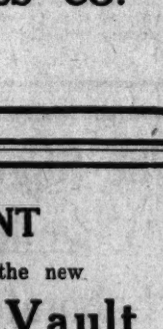

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Henry The Tailor,
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I acquired the art of cutting from an American tailor. A trial is solicited.

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AGENTS
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—BILL SMITH—

It may be that there are products superior to Elephant Head French Peppermint, but they are not to be procured on this market.

ASK BILL!

Yut Sae Chang & Co.

Wholesale Hardware Merchants,
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A1284 BROADWAY, SHANGHAI.

Alcohol Fans, Spring Hinges and Green Wire Cloth.
17997

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Men's Diseases only
Hours: 8 a.m. to 8 p.m.
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Special rates to men in uniform.

MILD STEEL ROUNDS

COMPETE ASSORTMENT IN STOCK
Sizes 1/4 inch to 8 inch diameter.

Quantities and Prices on Application to

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19166

Amusement Advertising will be found on Page 17

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Business and Official Notices are Continued on Page 17

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Magazine and Automobile Section of The China Press, Sunday, September 8, 1918

Matrimonial Antics of Love-Sick Young Mr. Wilmerding

Only 28 and Yet This Youthful Millionaire of New York, Palm Beach, Paris and London Has to His Credit 2 Weddings, 1 Divorce, 1 Repudiated Engagement, 1 Broken Romance and 1 Suit for Stealing a Wife's Love

"I am not one to interrupt the course of true love, but, young man, you are too quick and we cannot consider this a formal engagement."

—Banker Meurer's Chilly Response When Young Wilmerding Sprang the Surprise of His Imagined Engagement to Miss Grace Meurer.

WHEN young Lochinvar came galloping out of the West, as Sir Walter Scott sings, he established a famous record for quick wooing; Don Juan qualified as a super-ace in the high levels of the love chase, while Henry the Eighth's tally for wives still remains a monument to that monarch's impetuosity and perseverance.

Is young Cuthbert Mortimer Wilmerding, son of Louis Earl Wilmerding, wealthy scion of an old New York family and as well known in Paris as in New York, in Palm Beach as in Newport, out to send these champions into the scrap heap?

Consider young Mr. Wilmerding. He is only twenty-eight and yet he has to his credit already two marriages, one divorce, a repudiated engagement, a lost love and a suit for pilfering the affections of a clothier's wife.

Clearly, Cuthbert Mortimer is a firm believer of the old adage, "If at first you don't succeed try, try again," and he adds, no doubt, "at once." Also he is an experimenter.

At the childish age of twenty-two, in 1912, after possibly profound thought as to methods, he signalized his entrance into the matrimonial arena by getting up unexpectedly at a dinner in Paris and naively announcing his engagement to the daughter of his host. This was a great surprise not only to the host and the host's wife, but also to the daughter, and Mr. Wilmerding's hopes were promptly blighted on the spot.

Clearly on the wrong track, Mr. Wilmerding took a year and a half more to study. His patience was rewarded by the formal announcement in New York of his engagement to Miss Anna Lavelle, daughter of the late Mr. and Mrs. Theodore Lavelle, also of Paris. This was all regular, but later something went awry and the engagement vanished into thin air.

Not long afterward George W. Horton, Jr., a clothier of Yonkers, sued his wife for divorce.

Young Mr. Wilmerding's name figured in the proceedings. Perhaps his acquaintance with Mrs. Horton was only in pursuit of further knowledge of how to get a wife of his own. At any rate a divorce was granted Mr. Horton.

Confidence, however, must have come to him, because, in 1915, then a refugee from the war zone in France, he met another refugee, Miss Josephine Lewis Peet, of Washington, and after a whirlwind courtship, they were married. Over the skies of their happiness soon spread a little cloud in the shape of a suit by the aforesaid Mr. Horton for $20,000 against Mr. Wilmerding for alienating the affections of his wife.

And something else still was wrong. "Marry in haste, repent at leisure," says the proverb. Not so for Mr. Wilmerding. "Marry in haste and stop repenting as soon as may be," was his reading. Last August Mrs. Wilmerding secured a divorce from him, and now, in 1918, this persistent wooer has just embarked optimistically as ever on another romance, taking to himself as a wife Miss Aileen Zenia McGovern, of Fourth avenue, New York.

Will the old records now repose in safety, or are there other chapters still to be added to the interesting activities of young Mr. Cuthbert Mortimer Wilmerding?

Let us examine young Mr. Wilmerding's tactics from the beginning, starting in with his initial, somewhat abrupt, effort in Paris. At that time, and even more at home in the French capital because she had lived there longer, was a very charming maiden whose name was Grace Meurer. Her father had been a banker in Brooklyn, but, having made his millions, spent a great part of his time in France.

Mr. Wilmerding's orbit happened to cross that of the Meurers. The lovely Miss Grace was the cap that exploded in young Mr. Wilmerding's heart the accumulating bomb of love. For a time he followed the Meurers about quietly and wistfully, keeping as close as possible whenever they dined and regarding with eyes of longing the object of his first great passion. He showed, however, a reticence and hesitation soon to be lost forever.

"What on earth is the matter with that young man? He seems to be always running under our feet," said Ma Meurer one day to Pa.

"Well, I guess he's lonely," said Pa Meurer. "I've noticed him, too. Never seems to know anybody, but always seems to be right on our trail."

"Well, for pity sake," said unsuspecting Ma Meurer, "call him over and see who he is. It is too bad for a nice looking young American chap to be wandering around this way and so lonely."

All the world about Cuthbert Mortimer turned rosy as he approached his heart's desire. The Meurers were glad to know him, too, when they found out who he was. Besides being presentable and likeable his family, of course, is most excellent.

Miss Meurer liked Cuthbert Mortimer, too, but as at twenty-two he didn't look more than eighteen, there seems to have been little romance about her viewpoint concerning him.

But to Mr. Wilmerding all the world was nothing but romance, and Miss Meurer was the heart of it. How could he inform her and her parents of his sentiments?

Times without number, no doubt, he tried the obvious way of making a clean breast of it, but always something inside of him or outside of him interfered.

At last on Thanksgiving Day the Meurers gave a dinner at Ciro's in Paris. There were quite a number of nice people there and among them Mr. Wilmerding.

It came to Cuthbert suddenly that here was opportunity, the time, the place and the girl, but how could he resolve them into possession? He sat, pale and abstracted, as course after course went by.

"I am sure Cuthbert is not well," said Mrs. Meurer to her husband. "Or else he is getting lonely again. He looks just like he did when we met him."

And at this moment Mr. Wilmerding rose to his feet and threw a bomb shell.

"Let me announce my engagement to Grace," he said, and then stood gasping. But he did not gasp any more than did the thunderstruck parents of Miss Grace or the amused guests. They looked at young Mr. Wilmerding and he glared back at them defiantly. They looked at their daughter and saw her head hanging in blushing and amazed confusion. And then Papa Meurer rose immediately and vigorously to the emergency.

"I am not one to interrupt the course of true love," spake he, "but, young man, you are too quick! We cannot consider this a formal engagement."

He sat down.

Silence spread over the erstwhile gay throng, and soon Mr. Wilmerding excused himself and hurried away.

Quickly the Meurers crossed the Channel to London, and there they promptly sailed for home, leaving Mr. Wilmerding in solitary grief in Paris to chew the bitter bread of experience and derive what nourishment he could therefrom. The first lesson he learned was that in pursuit of a wife it is always well to ask the girl first if she is willing.

A year and a half later it was that quietly and with none of the embarrassments of his first encounter with Cupid the engagement of Mr. Wilmerding to Miss Lavelle was announced.

Miss Lavelle's people were Americans, who made their home in the city on the Seine, but who were visiting New York. From vagrant reports it is gathered that the wooing was a swift one. Mr. Wilmerding spoke of it with jubilance.

"We were going to have a quick wedding in the Little Church Around the Corner," he said. "Then we were going to skip over to Italy, where I have taken a chateau for the Winter."

It will be seen that the idea of speed was strong, even at this time, in his mind. The Little Church Around the Corner has tied many a "on the spur of the moment marriage." But neither the "quick wedding" nor the "skip to Italy" materialized. Something happened. What it was is hidden in the fogs of mystery.

Certainly the romance was blighted, for not long after George W. Horton, Jr., a clothier of Yonkers, began suit against his very charming wife.

Young Mr. Wilmerding's name was mentioned during the course of the case and friends, when the divorce was granted, freely predicted that the two would wed. Alas, not so. A great change came over both Mr. Wilmerding and Mrs. Horton, so far as their attitude to each other was concerned. She went on the stage under her maiden name of Florence Bell and Mr. Wilmerding went back to his beloved France.

Living along and pursuing, no doubt, his ideal, his dreams were suddenly shattered by the marching of France's legions out of Paris and the onrush of the German hordes through Belgium. Mr. Wilmerding decided it was time to return to America. He managed to get a stateroom on the Rochambeau and the morning that she sailed stood on the deck watching the flood of American refugees pour down to the dock.

Rapidly the boat filled. Cots were spread over all the decks to accommodate those who could not get staterooms. Young Mr. Wilmerding, looking with interest on these preparations, reflected upon how lucky he was to be fixed with a berth inside for the trip across.

Suddenly his eyes fastened upon a vision of beauty. It was beauty in distress. Leaning over the rail young Mr. Wilmerding gathered that the charming vision had been unable to get a stateroom and was bewailing that she would have to sleep on deck during the voyage. She looked up and caught Cuthbert's eyes. There was a note of appeal in hers that he could not resist.

Something whispered to him "alas—there is the girl!" and memory of all others fled.

Mr. Wilmerding made post haste out to where the maiden in distress was standing.

"I have a stateroom," he said—and then with all the air of Sir Raleigh spreading his cloak for the feet of Queen Elizabeth—"Take it! I will sleep on deck!"

Exclamations, gratitude, interest. And in the close propinquity of an ocean these things ripened into love.

The lady was Miss Josephine Lewis Peet, daughter of George H. L. Peet and niece of Mrs. Charles Hudson Pope, socially prominent in New York. Miss Peet mightily feared parental objections to the match, and so for some weeks held back her promise to her gallant suitor. But was our hero, Cuthbert Mortimer, to be denied? He was not! One day the two motored in from Great Neck to the Manhattan marriage license bureau. After the license was obtained Miss Peet appealed to the City Clerk.

"Won't you help us out?" she said. "I am a Catholic and Mortimer is a Protestant. What shall we do to get married?"

Denied the ceremony at St. Andrew's Roman Catholic Church in Duane street, where Mr. Scully took them, they went to the chancellor of the diocese. Young Mr. Wilmerding, impetuous as ever, succeeded in getting a special dispensation, and they were married at St. Stephen's Church on East Twenty-ninth street by Father Sinnott.

"Is it an elopement?" Mr. Wilmerding repeated to a question. "Sure, it is an elopement. We are getting married before anybody can object."

Down to Palm Beach went the young couple. After many trials Mr. Wilmerding was at last, at least, married!

But, alas, the romance born so swiftly waned away and at last died in even quicker time. If their life could have been a succession of dramatic episodes in which young Mr. Wilmerding always could have been the hero perhaps it would have been different. But the highlights of life are scarce and sparsely scattered. Nature likes the easiest way and abhors climbing mountains all the time. In the peaceful meadows of matrimony young Mr. Wilmerding perhaps found a lack of the love that grew from self-sacrifice on the decks of the Rochambeau found no food of his particular liking.

And so, less than a year after their impetuous mating, the courts granted Mrs. Wilmerding a divorce.

Young Mr. Wilmerding has wasted little time since then. Quietly and, as usual, unexpectedly, he married, the latter part of last month, Miss Aileen Zenia McGovern. City Clerk Scully, who was the good angel of Mr. Wilmerding and Miss Peet on his first marriage, wedded the two at the Municipal Building in New York. While Cuthbert Mortimer might have been disappointed in his first wife it appears that he had no prejudice against "Cupid" Scully.

Unlike, however, all preceeding romances and near romances, this one was ushered in with no blare of trumpets or sound of drums. Mr. Wilmerding in his quest had apparently chanced tactics.

The bride, a very charming, pretty girl, simply gave her age as twenty-two and her address as Fourth avenue, New York. After the ceremony the couple went to Lake Mahopac for their honeymoon.

Will young Mr. Wilmerding now rest content?

Are his matrimonial efforts over, or is there to be, as heretofore, a sequel?

Miss Grace Meurer Whom Young Wilmerding Tried to Win by a Surprise Attack at a Thanksgiving Dinner

Mr. Wilmerding and His War-Zone Bride on Their Palm Beach Honeymoon—but It Didn't Last Long

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

Short Coats of Colored Silk Are Worn Over Sheer White Summer Gowns.

A Light Silk Coat, Suitable for Either Evening or Afternoon Wear.

This Loose, Belted Coat, with a Lace Blouse, Redeems the Skirt from What Might Otherwise Be Too Great Severity.

By Lady Duff-Gordon

("LUCILE")

THE wrap, like the poor, we have always with us. If we are not wearing it, it is a comfort passing all understanding to know that it hangs in our closet within easy reach.

This Summer will be marked by more than a usual prevalence of wraps. This is in large part owing to the military thought that is in the minds of all. As a woman thinks, so she dresses.

With the thought of trenches and battles and attacks by gas, by rifle, cannon and submarine in mind, the law of association prompts her to order a cape. For her utility wrap the more military the cape is the better. It has a loose, high collar that wraps itself with shawl-like effect around the neck and shoulders. It is graceful, and, what makes a yet greater appeal, it is of nearly universal becomingness.

The military cape has been a feature of the Spring wardrobe of most women who are between twenty and sixty. It was in cloth—either of heavy cloth or lighter weight cloth lined with heavy silk or satin. But with the approach of Summer its character changed. Cloth has given place to satin. The satin is either reversible or it is of two shades, obviating the necessity for a lining.

Occasionally a woman of the kind who is always, regardless of the thermometer's record, shivery, asks for a lining for her Summer cape. In that case she can be accommodated. The most popular lining is of dark blue, with a polka dot of white.

This page discloses three types of wraps that follow in popularity the nearly omnipresent cape. The draped coat, in the middle, is newer than the cape, so has the desirable trait of novelty. It is long, especially at the back. It falls in long shoulder lines over a loose, long waistcoat of the same material and same color. The collar is high and straight, but loose. The fulness of the wrap is gathered beneath the arms and across the bust and back, and seemingly held in place by alternate cords and narrow rows of shirring. The big, baggy sleeves are set in a low, wide shoulder seam. The odd trimming of alternate rows of cord and shirring is employed at the shoulder seams, in four rows at the elbow and to outline the wide cuffs of the full sleeves. The upper and lower edges of the collar are so trimmed. Large round buttons covered with the silk fasten the waistcoat and collar. The greatest beauty of the coat lies in its voluminousness. Its graduated length, extending from the floor point at the back gently to nearly knee height in front, bestows further grace upon the garment. A border of dark ribbon deepens its effect of richness.

A part of the costume is the short, full coat, with its wide, long-ribboned girdle. Of crepe meteor, its gracious fulness arranges itself in half clinging lines, half revealing, half concealing the form it covers and adorns. It has the fashionable quarter sleeves, with the other three-quarters set in, as an afterthought. The lower sleeves are wide, the cuff having a width greater than that of the sleeve where it joins the upper. The outer side of the sleeve is slashed. The space is filled with interlaced silk cord. The loose, belted coat and the lace blouse redeem what otherwise might be the too great severity of the narrow, draped, high girdled skirt.

A separate, long-sleeved, short silk coat, held in tightly at the waist by a girdle graduated upward toward the bust, is worn over the net and ribbon frock shown in the third picture. This silk coat has very long, almost glove-fitting sleeves that fall low over the hands. These short silk coats in colors are a pleasing part of an afternoon costume for early Summer.

If the wardrobe and the wearer's purse are limited, however, she cannot make wiser choice for a Summer wrap than one satin cape. In black or dark blue or taupe, with touches of blue, it will serve for afternoon or evening wear, and will always look smart and suitable over any gown.

The two hats shown on this page are typical Summer favorites. One, the simpler, is lightly made of organdie in alternate double and single rows of the diaphanous fabric, thus affording the transparency so much affected in the brims of Summer hats. A large bunch of flowers flattened against the front of the crown constitutes its adornment. The other is a more ornate model. Tulle is gathered in three upstanding ruche-like rows above the narrow, rolling brim and about the high, round crown. An irregular cluster of daisies is pressed against the ruche-like rows of tulle at the front of the hat. The whole is draped by a long veil.

AUTOMOBILES

SHANGHAI, SUNDAY, SEPTEMBER 8, 1918

How Elwood Haynes Built The First Automobile

Veteran Manufacturer Gives Interesting Details Of Early Trials And Tribulations In Motor Car Field

By Elwood Haynes

In 1890 I moved from Portland, Ind., to Greentown, Ind., where I became field superintendent for the Indiana Gas and Oil Company, which company was about to begin the construction of a pipe line from the Indiana gas field to Chicago. Litigation and defective pipes delayed its construction.

During the delay in the work of constructing the pipe line I had a great deal of driving to do, and it occurred to me that some better means of locomotion over the highways than the horse and buggy might be procured. The great trouble with the horse was his lack of endurance, and this became more apparent when he was driven day after day.

I accordingly laid plans for the construction of a mechanically propelled vehicle for use on the highway. I first considered the use of a steam engine, but made no attempt to build a car of this description for the reason that a fire must be kept constantly burning on board the machine, and with liquid fuel this would always be a menace in case of collision or accident. Moreover, the necessity of getting water would render a long journey in a car of this description not only troublesome but very irksome. I next considered electricity, but found that the lightest battery obtainable would weigh over 1,200 pounds for a capacity of twelve horse hours. As this showed little promise of success I gave it no further consideration and proceeded to consider the gasoline engine. Even the lightest made at that time were very heavy per unit of power and rather crude in construction.

My work was confirmed to Greentown, Ind., in 1890 and 1891. In the fall of 1892 I moved to Kokomo and the following summer (1893) had my plans sufficiently matured to begin the actual construction of a machine. I ordered a one horse-power marine upright two-cycle gasolene engine from the Sintz Gas Engine Company of Grand Rapids, Mich. This motor barely gave one brake horse-power and weighed 180 pounds. Upon its arrival from Grand Rapids in the fall of 1893, lacking a suitable place the motor was brought direct to my home and set up in the kitchen.

The First 'Engine Trouble'

When the gasolene and battery connections were installed, the motor, after considerable cranking, was started and ran with such speed and vibration that it pulled itself from its attachments. Luckily, however, one of the battery wires was wound about the motor shaft and thus disconnected the current.

In order to provide against vibration I was obliged to make the frame of the machine much heavier than I first intended.

The "horseless carriage" was built up in the form of a small truck. The frame-work in which the motor was placed consisted of a double hollow square of steel castings and by malleable castings in front. The rear axle constituted the rear member of the frame and the front axle was swiveled at its center to the front end of the "hollow square." This arrangement permitted the ends of the front axle to move upward and downward over the inequalities of the road without wrenching the "hollow square" in which the motor and countershaft were placed.

At that time there were no figures accessible for determining the tractive resistance to rubber tires on ordinary roads. In order to determine this as nearly as possible in advance a bicycle bearing a rider was hitched to the rear end of a light buckboard by means of a cord and spring scale. An observer seated on the buckboard recorded as rapidly as possible "drawbar" pull registered by the scale while the buckboard was moving at the rate of about ten or twelve miles an hour on a nearly level macadam street. The horse was then driven in the opposite direction at about the same speed in order to compensate for the slight incline. This experiment indicated that about 1-75/100 pounds "drawbar" pull was sufficient to draw a load of 100 pounds on a vehicle equipped with ball bearings and pneumatic tires. With this data at hand it was an easy matter to arrange the gearing of the automobile so that it would be drawn by the motor. Crude though this method may appear, it shows a striking agreement with the results obtained today by much more accurate and refined apparatus.

The total weight of the machine when completed was about 820 pounds. July 4, 1894, when ready for test, it was hauled into the country about three miles behind a horse carriage and started on a nearly level turnpike. It moved off at once at a speed of about seven miles an hour and was driven about one and a half miles into the country. It was then turned about and ran all the way into the city without making a single stop.

Best Speed 8 Miles An Hour

I was convinced upon this return trip that there was a future for the "horseless carriage," although I did not at that time expect it to be so brilliant and imposing. The best speed attained with the little machine in this condition was about eight miles an hour.

It would hardly seem that the automobile has been in existence a sufficient length of time to justify a reminiscence; it seems rather to be a creation of yesterday, and the result of the development which had its beginning a quarter century ago.

I will be pardoned if I write to some extent of my own experience in those early days, since at the time the automobile was unknown in the United States and was just in its incipient state in Europe. When my first machine was taken out into the street on preliminary trials people living in adjacent houses, men, women and children, rushed out and surrounded it, leaving only an enclosed circle, perhaps twenty feet in diameter, in which to start. Under these circumstances it was manifestly unsafe to make a trial, since not one of the persons intending to operate the machine had ever seen anything of the sort before, much less ever driven one. No attempt was therefore made to start the machine, but it was taken to the country behind a horse and carriage, and after being driven a short distance on its own power further into the country was turned about and headed toward the city.

At that time the bicycle was very popular as a pastime, especially among young ladies, I remember as the little machine made its way along the streets we were met by a bevy of girls mounted on wheels. I shall never forget the expressions on their faces as they wheeled aside, separating like a flock of swans and gazing wonder eyed at the uncouth and utterly unexpected little machine. This was in 1894. A number of these young misses are married now and have children nearly grown. To these children there is nothing new about the automobile, but many of them are intensely interested in its rapid growth and in the convenience which it has afforded to many of them. Immediately after this I made a journey of about eight miles into the country. On the way we were obliged to pass through some fresh gravel, which rendered our progress slow. Just at this time we were overtaken and passed by a lady and a gentleman driving a horse and buggy. I suggested to the gentleman that it would be better for him to let us go ahead, as he would make better progress after we had gone through the fresh gravel. He preferred to precede us, however, and as soon as we reached the smooth road again the young man who was with me opened the cutout from the muffler and the result was a succession of sharp staccato reports.

Immediately the young man driving the horse ahead of us cracked his whip and urged his horse forward at full speed. The cutout was then closed until we again came within a short distance of the horse and carriage, when the operation was repeated; again the whip was brought to bear and the speed of the horse increased, much to the amusement of the young man who was driving with me. As a matter of fact, we were only driving about eight miles an hour, but this was enough to make the driver ahead of us get uneasy, and after three miles of intermittent speeding and slowing down he turned into a side road and let us pass.

On another occasion in driving the little machine I met an old gentleman seated on a load of crated tomatoes. He was so interested and watched us so closely that when his horse began to shy he dropped one of the lines, and, with the other, pulled the team to one side and down a slight embankment, which caused the load to overturn. Luckly the old gentleman was uninjured. I settled with him there and then for the damaged tomatoes and took his receipt in full.

At that time there was some question in the minds of the public as to the right of the "horseless carriage" on the highway. Lawyers were consulted regarding the matter, and looking up the law they discovered that the question had been broadly covered, not only by the lower court but by the Supreme Court as well, and that the decisions were of sufficient scope as to unquestionably include the automobile and give it a full and unrestricted right on the highway.

Even Then, The Policeman

I remember very well when the little machine was unloaded for the Times-Herald contest in 1895 at Englewood, a suburb of Chicago. I was riding down Michigan Avenue, intending to drive to the central portion of the city, and had scarcely proceeded more than six or eight blocks when I was accosted by a policeman, who ordered me to leave the boulevard at once, as nothing like "horseless carriages" was permitted on that thoroughfare. I remonstrated, inquiring what harm the machine could do to the boulevard, since it was equipped with rubber tires and made but little noise. He simply replied that it was "Orders, sir," so I could do nothing but obey. Contrast that state of affairs with the constant stream of of automobile traffic over Michigan Avenue today and you will be able to realise what vast changes have taken place since then not only in the mode of locomotion but in public sentiment as well.

In 1899 I made a trip of about one thousand miles in a "horseless carriage" to New York City. There were many amusing incidents connected with this trip. Almost every horse shied at the "new fangled" vehicle, and some of them even bolted from the road, endangering the lives of the occupants of the vehicle. One incident, which came near having a serious ending, occurred on the way along the Hudson River. We met a party of "summer girls," who were evidently taking a vacation in the country. A sober, staid looking old horse was attached to an open spring wagon in which five or six girls were riding. About the time the horse came opposite the automobile he turned suddenly to one side and, doubling himself, proceeded to jump over the stone wall by the roadside. It can well be imagined that there were screams and consternation on the part of the young ladies. Luckily, however, the horse considered himself safe when his forefeet were over the wall, and before I could reach him to give assistance he had got back into the road and proceeded quietly on his way without doing any apparent harm.

On another occasion on the same trip we were met by an Irishwoman driving a load of vegetables to market. As soon as she came within hailing distance she called for us to stop and motioned wildly with her hands. We of course stopped the machine and I went forward to lead the horse, but she remarked apologetically, "I would not have asked you to stop, sir, but the horse is blind, sir." It is needless to say that I did not take pains to lead the horse by, but immediately informed the good woman that she was in no danger whatever, since a blind horse had never been known to take fright at a "horseless carriage," She seemed much relieved when we passed, and her horse paid not the slightest attention to the machine.

While perfecting the "horseless carriage" I had never lost my interest in metallurgy and introduced aluminum into the first automboile crank case in 1895. The alloy for this crank case was made up for the purpose and consisted of 93 percent aluminum and 7 percent copper. This was, I believe, the first aluminum ever placed in the gasolene motor and as far as I am aware in an automobile. Moreover, this particular composition has become a standard for all automobile motors at the present time.

At about this time (1896) I also introduced nickel steel into the automobile, and at a later date I made a number of experiments in the alloying of metal and succeeded in making an alloy of nickel and chromium containing a certain amount of carbon and silicon which when formed into a blade would take a fairly good cutting edge. The metal would tarnish after long exposure to the atmosphere of a chemical laboratory.

Later, in 1899, I succeeded in forming an alloy of pure chromium and pure nickel, which not only resisted all atmospheric influences but was also insoluble in nitric acid of all strengths.

A few months later I also formed an alloy of cobalt and chromium and an alloy of the same metals containing a small quantity of boron. These latter alloys were extremely hard, especially that containing boron.

In 1904 and 1905 I made some further experiments upon the alloys of nickel and cobalt with chromium with a view to using the alloys for electric contacts in the make and break spark mechanism, and in 1907 I secured basic patents on both of these alloys.

And so it has gone. Naturally and necessarily, once the automobile began to gain favor it was necessary to enlarge our organisation.

Today the Haynes car is made in a big factory—a striking contrast to the time when my first car was made in a little machine shop and when I paid the mechanics who were hired to assist in the building of it according to my plans at the rate of 40 cents an hour.

These men had no faith whatever in the self-propelled vehicle and worked at this rate only when their regular work was "slack." But I had to guarantee them that payment.

Frankly, I did not realise on that Fouth of July, when I took the first ride in America's first car, that a score of years later every street and highway in America would echo the sound of the horn and the report of the exhaust.

When one contemplates the tremendous industry that has grown, taking into consideration the making of automobiles, tires, carburetors and all the varied appurtenances of the automobile, he is filled with wonder that so much as all this could possibly have come to pass in such a short space of time.

For it was years after the first car was put into practical use that the automobile industry began to develop at all.

I am gratified too that it has been my good fortune to witness the automobile's intrenchment in the world's business life. Just as my first "horseless carriage" was designed with a view to facilitating my duties, so is the automobile today contributing beyond all power to realise to our every day business life.

TIRES WILL BE SCARCER WAR BOARD MAN SAYS

American Government Requests For Curtailment Show An Urgent Need Of Conservation

New York, Aug. 4.—It was made very clear last week at the meeting in this city of representatives from all the rubber interests of the country that conservation in automobile tires will be more urgently required in the next few months than ever before in this country. The importation of crude rubber for the year has already been cut by the War Industries Board to a maximum of 100,000 tons, as against 16,000 imported last year. George N. Peek, Commissioner of Finished Products of the War Industries Board, has recently asked the War Service Committee of the rubber trade to restrict production in tonnage of rubber and in casings and tubes during the present month and September to 50 percent of the production during these months a year ago.

"We expect," said Mr. Peek's letter, "the use of rubber tires will be restricted except for actual war and essential business purposes. We are not at liberty at this time to announce our plans for accomplishing this purpose, but will do so in the near future."

All of which indicates a radical curtailment in the manufacture of tires, as well as other rubber goods. The scarcity of certain sizes of tires in the market, and of certain special makes, is evidence that the curtailment has already begun, and the situation is bound to be more keenly felt in succeeding months.

WHEN THE VACUUM FAILS

When the vacuum tank fails on the road, it is possible to get up enough pressure temporarily to feed the fuel by blowing in the main fuel line. By repeating this process every quarter of mile enough fuel will be fed to get the car to a garage where repairs can be made.

DOUBLE-LIVED PLUGS

Something really new in spark plugs is a double-end device which has two lives. In case crack develops either above or below the shoulder it is only necessary to reverse the position of the member in order to have it function properly. On the other hand a similar reversal is all that is required when carbon causes trouble and the moment does not happen to be a convenient one for cleaning the plug.—*Popular Mechanics.*

MAKE IT A HABIT

One thing every automobile owner should learn is how to stop a skid. When he feels the back of his car skidding, if he will turn the steering wheel immediately in the direction of the skid, he will find that it will cause the car to rotate in the opposite direction. With a little practise this swing of the steering wheel will become almost automatic when the car begins to skid.

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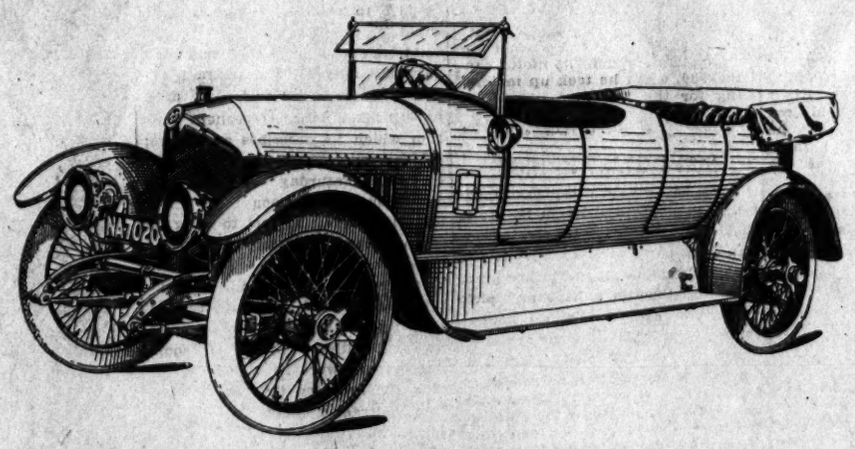

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FAMOUS JUDGES WATCH PACKARD TRUCK CONTEST

Editors Of Big Motor Publications To Decide On Winners Of Efficiency Test

Detroit, Mich., June 20.—Three men nationally known for the interest they have taken in bringing about greater efficiency in transportation will be the judges of the Packard Motor Car Co.'s $5,000 truck efficiency test. They are Waldemar Kaempffert, automobile editor of Popular Science Monthly and contributor to the automobile section of McClure's; H. W. Slauson, M. E., motor editor of Leslie's, and Harold P. Gould, editor-in-chief of 100 Percent Efficiency.

Each of these men has been writing for years on getting greater results from motor trucks, both from the standpoint of lower operating costs and the carrying of bigger loads. That they have wielded a powerful influence for better hauling at lower costs is generally recognised.

The test began June 1 and ends August 31. Its purpose is to demonstrate the motor truck's ability to relieve the railroads of short haul traffic, to clear the railroad terminals of freight congestion—in short to "help save a freight car for Uncle Sam." The test is undertaken in co-operation with the highways transport committee of the Council of National Defense.

Immediately at the close of the test the judges will meet. From the Standard Truck cost systems on which the performances of the trucks in the test will have been tabulated, they will make their decisions. The names of the owners who are to receive the three $1,000 rewards and the names of the nine drivers who are to receive the $500, $100 and $75 awards in each of the three classes will be announced.

Nearly a dozen Packard dealers in as many cities the country over have announced that they will offer awards to local drivers, the most efficient to be judged by local judges not connected with the Packard organisation. A driver may receive both the national and local awards in the class in which his truck is competing. As a result intense rivalry is certain in these cities.

Taking No Chances

Sacramento, Cal., June 20.—That necessity is the mother of invention was shown today by a transaction in the automobile department at the Motor Vehicle Bureau, when the owner of a car from one of the neighboring towns came to obtain a duplicate automobile plate to replace one he had recently lost. Fearful that some inspector might be curious as to why he was running his car with only one registration plate, he had prepared a large placard which he attached to the rear of his machine.

This bore in flaming letters the following information:

"Have lost my other plate. Am going after another."

No Enemy Drivers In State Of Jersey

New York, July 21.—There are enough Americans to drive automobiles in New Jersey, so no enemy alien need apply for licenses. State Motor Vehicle Commissioner Dill so announced yesterday a his weekly hearing in Newark.

John Vois, of No. 590 East One Hundred and Sixty-ninth street, New York, an enemy alien, eleven years in this country, but without first citizenship papers, was fined $25 for driving a car with a New Jersey plate, though he had no New Jersey license. Said Mr. Dill:

"I don't intend that any enemy alien shall get a license to drive in New Jersey, especially a man who has been in this country for eleven years, has earned his livelihood here and then comes into this State and violates the law. There are enough Americans to drive cars, even after we have recruited an army big enough for all purposes on the other side."

U.S. Rubber Co. Sales G.$55,000,000In1917

Tire sales of the United States Rubber Co., during 1917 amounted to more than $55,000,000, as compared with slightly less than $40,000,000 in 1916. The company estimates that more than $70,000,000 worth of tires will be sold in 1918, and that eventually tires worth $20,000,000 will be made yearly in the recently acquired plant at Providence, R. I. For the first three months of 1918 the United States Rubber Co., showed a gain of 4 percent in sales over the corresponding period of 1917. This gain, according to officials of the company, was well distributed over all departments.

Total sales of the United States Rubber Co., in 1917 amounted to $176,759,694, of which $31,243,053 was operating profit, and $15,340,577 surplus applicable to dividends.

A Page From Yesterday

In 1899 automobiles were excluded from the public streets of Boston from 10:30 in the morning until 9 o'clock in the evening.

The United States Army made its first experiments with armored motor cars in the summer of 1899.

In September, 1895, there were on file in Washington over five hundred applications for patents on automobiles. Three hundred different types of motor vehicles had been built or were in process of construction at that date.

The first automobile insurance company in America was started in New York City. This was in 1899.

Motor cars were used as early as 1896 to bring voters to the polls during elections.

The first automobile club was started in Chicago in 1895.

The first damage suit in which the alleged offender was a motor car was tried in Rochester, N. Y., in 1899. The plaintiff declared that the motor car owned and driven by the defendent had spoiled the disposition of his horse.

A prominent physician of Flatbush, N. Y., was the owner of an early motor car which at that time, he stated, saved him $600 in a year, as compared with the cost of two horses which he formerly kept in use in his practise.

Speaking of the word "automobile" at the time it was first being seriously considered as the authentic name for all motor vehicles used to carry passengers, anearly writer had this to say: "As for the word 'automobile,' it is French, and represents the faddish and speculative phases of the motor vehicle movement. Practical men will not weary their tongues with such a 'word of learned length' and foreign derivation."

"It scares horses!" was the cry of many anti-autoists in 1895. "Suppose it does," wrote a well known writer at that time, in defense of the motor car; "so do locomotives, bicycles, street cars, Fourth of July celebrations and a dozen other things. Horses must get used to it."

The first public garage of record, where motor cars could be stored, repaired or rented, was opened in Boston, Mass., early in the Spring of 1899.

Jacob German was the first man arrested in New York City for exceeding the speed limit in a motor vehicle. On a bright Spring morning in May, 1899, German drove down Lexington Avenue at the terrific speed of twelve miles an hour and wound up in a nice cool cell in the police station.

The present King of England, King George, placed his stamp of approval upuon the motor car in 1900, when he took up motoring for the first time.

DON'T START IN HIGH

A practise which will prove injurious to your car and lessen its life is that of moving the vehicle from a standing start in high gear. A car should always be started in low gear. Open the throttle a little and pick up to five or six miles an hour—just enough to start the car rolling—then shift into the second gear. The low gear is one of the most necessary features of a motor car. The gear is low enough to pull over the steepest hill and is put in the car expressly for the purpose of giving it a start before shifting gears.

In second gear pick up to fifteen miles an hour and then shift into high gear or direct drive. Never go into high gear unless you are sure that the motor can pull the car without straining the parts.

AUTO-HISTORICAL NOTE

In India the automobile was used in elephant hunting as early as 1896.

Maxwell Machine Makes Cross Continent Record

The Maxwell Express, driven by Ray McNamara, completed a cross-continent run at noon August 3 when it arrived at the Maxwell headquarters, having made the trip of 3,418 miles in the remarkable time of seventeen and a half days, averaging about 200 miles a day. The truck left San Francisco on July 17. McNamara drove all the way. The truck was equipped with United States tires.

Harry De Bear, the local Maxwell manager, and a big gathering of officials and newspaper men gave its sturdy driver a great reception at Columbus Circle.

In reviewing the last week of the run De Bear furnished telegrams sent by McNamara from different points along the way. Cheyenne, Wyoming, was reached on July 24 after a run of 180 miles. The telegram describing the day's run was as follows:

"Maxwell Military Express reached here today six days ahead of schedule and attracted much attention on opening day of Cheyenne's great Frontier day celebration, which is classic of the plains. Truck encountered cold rains, hail, snow and mud, in 180 mile run today. Main range of Rocky Mountains crossed today in snowstorm at elevation of 8,300 feet."

On the next day, Thursday, July 25, the truck made an almost unbelievable run under extremely adverse conditions, of 225 miles to North Platte, Neb. The result of this day's run can best be told in the wire received by Mr. De Bear, as follows:

"Maxwell Military Express made second remarkable negotiation of distance today by accomplishing 225 miles from Cheyenne to North Platte with roads heavy for most part from rains of yesterday. This feat put truck here one week ahead of schedule. Rescued two cars from mud en route today. Tourists along road increasingly amazed at truck's record of progress since leaving San Francisco."

The third day of the week's run, Friday, July 26, found the truck in Columbus, Neb., a distance of 200 miles, most of which McNamara claims proved to be a real tough grind. He wired as follows:

"Maxwell Military Express plowed through 100 miles of mud this morning following the Platte River through Nebraska to Kearney. Turned up another hundred miles this afternoon over dry but rough roads. Expect to arrive Omaha Saturday night."

At the end of the fourth day, Saturday, July 27, McNamara found his way into Atlantic, Ia., after having made another excellent day's run, which he describes as follows:

"Maxwell Military Express reached Omaha Saturday noon and passed through here noon today with fair dirt roads. Expect to hang up good mileage following great white way across this State. U. S. Nobby Tread Cord tires have made remarkable record so far, having carried truck more than half way across continent without change. In some places roads were so vicious would have cut ordinary tires to ribbons. Truck attracted much attention in Omaha and here today."

The end of the fifth day, Sunday, July 28, found McNamara at Marengo, Ia., with another 200 mile run to his credit, which he advised us of in the following wire:

"Maxwell Military Express ran from Columbus, Neb., to Atlantic, Ia., Saturday, 146 miles. Visited three hours in Omaha. Sunday ran from Atlantic to Marengo, Ia., 202 miles racing a storm all day to avoid wet gumbo roads. Truck running fine."

The sixth day's run, Monday, July 29, wound up at DeKalb, Ill., with the car only sixty miles west of Chicago and running perfectly. McNamara's advice on this day follows:

"Maxwell Military Express traveled 201 miles today over very rough roads. Crossed the Mississippi River at 2 p.m. and arrived here, sixty miles west of Chicago at 9 this evening. Truck running perfect."

On the seventh day, Tuesday, July 30, McNamara passed through Chicago and continued east at a very brisk rate.

The original schedule as laid out by McNamara at the rate of approximately 100 miles a day would have meant that the truck would have arrived in New York City thirty-four days after the day it had left San Francisco.

However, due to the marvelous performnace of the truck and the excellent generalship of McNamara the truck on its fourteenth day out of San Francisco was eleven full days ahead of its schedule.

It would really be a remarkable feat for a touring car driven over such roads as these and under such unfavorable conditions to average 200 miles a day for fourteen days without practically any trouble whatsoever, but when you take into consideration that this is a truck laden with a ton of deadweight the performance stands out so prominently that it is a record that will be of long standing in the truck world.

"We have been besieged by a great many people," said Mr. De Bear, "who are not only interested in the trip, but are anxious for complete details as to gasoline consumption, oil consumption, general wear and tear, etc., which we shall be delighted to furnish upon request at the end of this run.

"Ray McNamara, the pioneer cross-country favorite, who piloted the Maxwell Military Express, certainly deserves credit for the wonderful grit he displayed in sticking to his task unflinchingly."

On High Engine Runs Slow In Ratio To Car

Fewer Revolutions Mean Less Water And Less Fuel And Oil

A car usually is run on high speed because then the engine is running slowly in relation to the speed of the car. The best driver gets the greatest distance with the fewest revolutions of the engine, which means less water and less fuel and oil.

The lower speeds are necessary principally for hill climbing, for which the engine must have more pull or better leverage on the wheels to take the car up. As the car ascends the hill the engine will begin to slow down as it feels the load. Retard the spark gradually, giving more gas to keep the engine working smoothly; but when it slows down and shows signs of distress, it is time to change to second speed.

When running fast never make a sudden change from high to a lower speed. This change must be made when the car has slowed down, and it is evident that the engine will not pull the grade on the high speed.

Doggone! It's Some Job Matching A Car With A Dog's Hide!

The car upholstery salesman mopped his brow.

"Now here, Mrs. Fussy, is a pleasing design in a fetching tint——"

"Nauseating, ab-so-lutely nauseating!" exclaimed Mrs. Fussy, throwing up her hands.

"Perhaps you and your daughter can compromise," suggested the salesman, swallowing with difficulty.

Happy suggestion! No sooner said than done.

Mrs. Fussy and Miss Fussy arose to depart.

"Mama!" almost shrieked Miss Fussy, collapsing into a chair. "We have forgotten something."

"Tell me, child," pleaded the anxious mother.

"Perhaps that shade won't become our darling Fido."

Red spots began to circle in front of the salesman's eyes. He gulped.

"Well, bring the d—— dog down here and I'll match him," he said huskily.

Japan Rising Fast As Motoring Land

Bought Twice As Many Cars Last Year As Country Had Before

Japanese has now developed to a pitch of national prosperity undreamt of in the early days of the war. Wealth is now rolling into the country in an embarrassingly large stream, and one result is that the wealthier classes are now looking towards motoring with enthusiasm, whereas in the days of her comparative poverty there were very few indeed who could go to the expense of a car. Japan now wants as many cars as can be sent, and is looking mainly to the U.S.A. for supplies. Last year Japan bought twice as many cars as she possessed since cars were introduced, though even now the total number is less than 3,000. The country is, however, ill adapted for motoring, with its narrow and very hilly roads, but even now a great scheme is in hand under Government organisation to build new roads and widen the old ones. Another interesting fact is that Japan is turning out some very good class coachwork, a trade to which the native craftsmen are well adapted. Altogether it looks as though Japan will become an important factor in world motoring.

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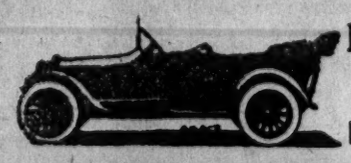

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Motor Cars In Early Days Provided Lots Of Comedy

Twenty Years Ago The Noiseless Carriage Came In For Plenty Of Spoofing

(From Chevrolet Review)

In March, 1897, in the New York Journal, a writer described his first motor-car ride as follows:

"In search of a new sensation I went yesterday and rode in a horseless carriage.

"I dreamed once that I walked down Fifth avenue in pajamas in the full tide of the afternoon promenade and almost died with shame before I awoke. Yesterday I had something of the same feeling as I sat there and felt myself pushed forward into the very face of grinning, staring and sometimes jeering New York. I returned the wicked glances of the bicycle ladies on the boulevard, and when I got back to Fifth avenue was almost as much at home, and felt almost as divilish as the other chappies whose faces were glued to the club windows."

Another writer about this same time gave his impressions of the motor car in the following sage prophecy: "I do not think the motor car will be anything more than a fad."

In 1895 a gasoline buggy was constructed which could be made "to back up, go ahead and change speeds by the use of one lever," which was quite an important announcement at that time.

Left Hand Steering

In 1896 a "motor carriage" was brought out, equipped with a five h.p. motor. The vehicle was steered with the left hand. It was fitted with 1½-inch rubber tires and with ball bearings throughout.

Prior to 1895 the progress made in the development of the automobile can be summed up as follows. In general style the body was a park phaeton a ponderous, complicated contrivance, which would crush the pavements as it passed over them. The gasoline was stored in a large tank in front. The motor and controlling apparatus were placed beneath the bed of the vehicle. Excessive weight and complicated machinery helped, in a great measure. One weak spot after another developed. The axles became heated, then the gears got out of order. The noise of the explosion of the gasoline was suggestive of a railroad locomotive.

The First Race

The first automobile race of record held in Chicago was over a course of 54 36 miles. Thirteen hours was allowed to cover the distance. There were 91 entries, but on the day of the race only six put in their appearance.

Charles E. Duryea took part in the race, and afterward, in describing the event, stated: "And the 'wagons' had to have 'man power' help at times to keep them going. The sight of four motor vehicles propelled by man power saddened the enthusiasts, but tickled the cynics. There were many snow thrown at us."

Chandler Runs 52,000 Miles In Only Seventeen Months

"Treat 'em rough!" That famous slogan of the United States tank corps must have originated in an automobile school, where the instruction cars surely are treated roughly by ambitious but sometimes awkward pupils who set the gears to clashing at the slightest provocation and subject the car generally to pretty hard usage while they are learning to drive. The burdens placed on these willing instruction cars at the present time are heavier than usual because thousands of young men are attending the several motor schools to fit themselves for army service in the motor truck divisions.

Instruction cars generally are short lived. An exception to the rule, however, has been found in a 1916 Chandler Six used by the Arena Auto School of 146 West Fifty-sixth street, New York, which has been driven 52,000 miles in seventeen months by no less than 1,700 different pupils without showing any signs of weakening under the strain. The record of 52,000 miles in seventeen months, or better than 3,000 miles a month, would be an exceptional achievement for a car that had been handled expertly all the way.

A careful record kept by the school instructors furnishes some interesting figures in connection with this Chandler's performance. In making its big mileage the car made seven trips to Camp Upton, three trips to Philadelphia, five trips to Buffalo and one trip to Boston. The rest of the mileage was made right in New York in Thirty-fourth street, Forty-second street and Eighth avenue traffic, where the pupils, seven or eight of them on each trip, were given their driving lessons. It is estimated that gears were shifted 127,500 times. Most of the driving was done in first and second speeds with a wear on the car three times greater than when driving in high speed. The car was stopped and started without a hitch 16,000 times.

The amazing lack of attention required by this Chandler is shown by the report that after running 25,000 miles its bearings were tightened and in covering 52,000 miles carbon was removed eleven times and the valves were ground five times.

The rough treatment the car had in the hands of its novice drivers is shown by the additional report that among other things required were fifteen mud-guards, two gas tanks, ten hub caps and two bumpers.

Cesare Boccafogly, head of the school, was so pleased with the stamina shown by this Chandler that he placed an order recently with Charles Hopfensack, sales manager of the Brady-Murray Corporation, for three new Chandlers—one Despatch and two touring models—to be used in the service of his school.

Speaking Of Economy

New York, July 27.—There's at least one item of motoring equipment that Washington considers definitely non-essential. It's steel license plates.

Bernard M. Baruch, chairman of the war industries board, has notified New York state officials that the 500 tons of steel necessary to manufacture the number of plates they'll need for 1919 cannot be spared this year and that a substitute must be used. The tags may be made out of zinc or the present ones repainted.

MAPPING THE CIRCUIT

It may not be out of order to suggest to the new car owner that one of the "tools" that should always be carried in the car is the chart of the wiring system. Without this he may find himself in difficulties with the electrical system, that will be almost impossible to locate.

Make Your Auto Tires Give Greater Mileage

Patriotic Duty For The Motorist To Conserve Rubber —Hints To Prolong Tire Efficiency

By William H. Stewart, Jr.,
President Stewart Automobile School

Saving tires is a patriotic duty as well as an economical one. With the increase in cost of tires it is necessary to practise economy, and with care one may increase his usual tire mileage.

Consider the pressure. The rule is to multiply the small diameter by eighteen pounds for the front tires and twenty pounds for the rear tires on heavy cars. Using 34 by 4-inch tires the figures would be seventy-two and eighty pounds respectively. Use a pressure gauge and then you may be sure you are right.

The question arises every Summer whether the tires should be slightly deflated or not on a hot day. Tire companies recommend no change. If any pressure is lost the tire becomes soft, causing the layers of fabric to work and heat. This weakens the fabric and the heat rots the rubber.

Here is a list of arch enemies of rubber: Gasoline, kerosene, oil, grease, heat and light. Protect the tires from them at all times. If oil or grease gets on the tires it may be removed with a little gasoline on a cloth. This evaporates immediately and so does no harm. But do not let the tires stand in gasoline or kerosene.

Heat has a softening effect, and light has the same effect in a lesser degree. For this reason a car should not be left with the full blaze of the sun beating down on the tires, but in a shaded spot if possible. A tire out of use will harden if long exposed to light, but those on the car are kept flexible by use.

Make sure that the front wheels line up correctly. The front should be slightly nearer than the rear of the wheels, as that makes them run true. If they are not correctly set the tires will wear away rapidly. It ought not to be necessary to caution operators about driving on car tracks, but still many drivers persist in doing it. It breaks the fabric and cuts the tread. The tire is only partly supported when on a rail. The only excuse is where the road itself would do more harm to the tires. Be careful not to scrape against the curb, as this injures the side walls, exposing the fabric, which may then be rotted by the water which gets into it.

See that the brakes take hold evenly. If one wheel locks it will slide on one spot on the tread, wearing it away. Keep small cuts in the tread filled. They open as the pressure comes on them and pick up sand which cuts through the tread to the breaker strip. It then spreads sideways, shaving off the tread and forming sand pockets at the side of the tread. Take care of these in time by cleaning out the cut with gasoline and filling it with tire putty. If a portable vulcanizer is handy it will do a better job. Most tires are ruined because of neglect to fill small cuts in the tread.

Protect the spare shoe by an enamel cloth cover. Fold the inner tubes carefully and wrap in soft cloth—Turkish toweling is good—and place under rear seat in such a way that the constant vibration will not cause them to chafe.

FELL 18,000 FEET IN PLANE

Bayonne Aviator Tells Of Thrilling Experience On West Front

New York, August 4.—Falling from a heigh of 18,000 feet after a battle with thirty enemy airplanes, Lieutenant William Leach of Bayonne, who is in the British Air Service, lives to tell the tale, though he lay in a hospital behind the British lines for several weeks. In a letter to a friend in Bayonne he tells of the fight, in which he and eleven companions took part.

"I got three Huns myself," he wrote, "and a comrade and I got a fourth before I was brought down. Twelve of us were chasing eighteen Hun machines when we noticed twelve more enemy planes coming. My Captain and I attacked the twelve while the others gave battle to the eighteen.

"A bullet went through my left leg. I grew faint. My machine swerved. I kept on fighting. When my Captain and I got the fourth Hun plane my engine was put out of commission. Down I dropped.

"I guess I fainted, but the rush of air brought me back to my senses. Suddenly the machine crashed into the trenches on our side of the lines and I was dug out. I was operated on in the stomach for a bullet that had lodged there. It wasn't found, but several bits of the steel from my engine were found in my body, and there are still pieces of it left in me."

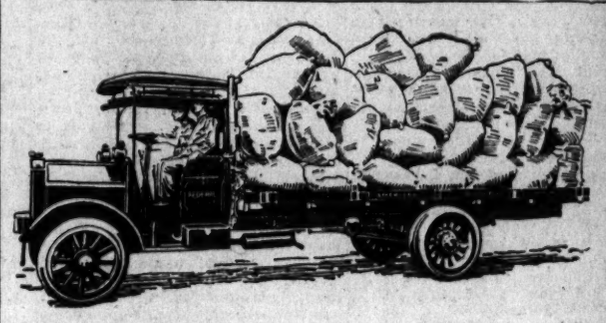
KAISER SAVES OWN IMAGES

Only Hohenzollern Statues Are Not To Be Melted For Ammunition

Washington, August 3.—All the statues of the Hohenzollern family which dot the streets and parks of Berlin have, by Government decree, been preserved against the fate of being melted up into war materials.

Official dispatches today coming from Amsterdam say the melting of statues throughout Germany is going on with the commandeering of doorknobs, bronze hinges, copper roofs and other metals having a war utility, but that it has been "verboten" to take the statues of Frederick II, at the entrance to Unter den Linden; the statue of William I., opposite the Imperial Palace, or any of those representing members of the Hohenzollern family.

One of the latest to be removed from its pedestal to be melted was the Berolina, representing a woman of giant proportions kin of Patroness of the German capital. It was one of the most popular works of art in Germany.



Federal Lorry Design

was dictated by long personal contact with the haulage needs of business.

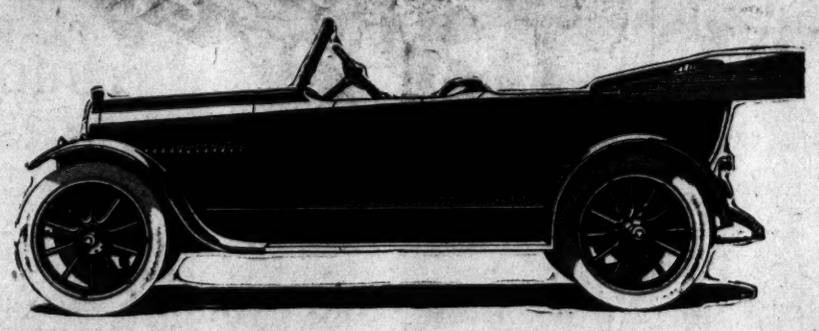
That is why Federal Lorries are so successful in the service of commercial houses and in the exacting demands of war work.

Made in Every Convenient Capacity—1 to 5 Tons.

Write for Monthly Magazine *"Traffic News,"* also prices and discounts,

FEDERAL MOTOR TRUCK COMPANY
Factory—Detroit, Mich., U.S.A.
Foreign Dept., 18 Broadway, New York

HUDSON SUPER SIX



HUDSON SUPER SIX

STRENGTH—ECONOMY—SERVICE

ARE THREE ATTRIBUTES OF THE

HUDSON SUPER-SIX

Every owner knows it. Each one of them feels himself master of the road. He knows that in every sort of performance his car has out-matched all rivals. He knows he has the smoothest-running motor ever built. He knows he never taxes its power to half-capacity. That means economy and long life. Own a Hudson and be content.

DEMONSTRATIONS ON REQUEST

DODGE AND SEYMOUR (CHINA), LIMITED

89-91 Rue Montauban

'Phone Central 322

General Price Increase For All Autos, Prediction

U. S. Dealers Said To Be Hoarding; Fords To Rise Again In Price Is Rumor

Detroit, Mich., July 22.—The past few weeks saw an advance in price of many standard-make automobiles, and unless all signs fail, the maximum price has not yet been reached. Beginning July 1, the Overland, Oldsmobile and Harroun were all advanced $100 over the old price. In the case of several other cars, dealers have been advised by the factories that there will be immediate increases just as quickly as the prices have been agreed upon.

In few instances, however, it is believed along automobile row, any advance will be of less than $100. This is the amount the "guessers" say will be added to the present price of the Ford at the beginning of the 1919 fiscal year, which starts on August 1.

Hoarding Alleged

According to some dealers and agents from the smaller towns, it appears that new automobiles have been "hoarded." One traveler says that agents in small towns have been buying some of the best known cars and are keeping them in storage, figuring that in six or eight months those cars will be worth an average of 15 percent more.

Michigan will be called upon to contribute approximately $155,000,000 in personal income and excess profits taxes alone toward the support of the war during the coming year. Of this amount automobile manufacturers will pay approximately one-quarter. Assuming Michigan corporations contribute in the same relative proportion that they did in 1916, the automobile producers' share will be about $37,837,000.

Auto Earnings

Automobile earnings in the state are more than seven times greater than all other public utilities, not excepting steam and electric railroads, steamships, telegraphs, telephones etc., and exceed by six times the nearest competing industry, the production of chemicals and Allied products.

These figures are interesting in showing how far the motor industry has outstripped all others within a very few years, placed itself in the essential industrial class and shown itself to be the very life of present-day commerce, to say nothing of its value in the great struggle.

Conservation

The movement for conservation of materials is receiving new impetus so far as motor car materials are concerned, from motor car manufacturers. Local companies are urging their distributors and dealers to do everything possible to assist in the conservation of steel and ask that instructions be passed on to shop foremen and workmen to cooperate in every way they can.

It is pointed out that when a car owner bends or dents a fender it should be straightened, or the dents bumped out, rather than thrown away and replaced with a new fender. There are many parts about a motor car, especially steel stampings, which are liable to damage by accident or misuse. Unless these are injured beyond all possibility of repair, it is suggested that they be restored to their original condition, or as near to it as possible.

It is also suggested that dealers may have an accumulation of such parts, replaced before the scarcity of materials became so pronounced, that could be put into first-class shape and used again where replacement is an absolute necessity.

Ready to Speed Up

Not only is the huge Willys-Overland plant at Toledo easily keeping up with its government contracts, but, if the government requested, could be far ahead of production, according to John N. Willys, president of the company. Referring to a government order for 5,000 Curtiss eight-cylinder airplane training motors, Mr. Willys said that, although only 700 were to be delivered in March, the company completed 833. During April the government called for 800 of these motors and the Overland company delivered 1,032. The company has now delivered more than half the total number required, and during June turned out 1,000 motors.

New Cars

The first of the new Essex passenger cars, which are being made by the Hudson Motor Car Company f Detroit, are expected to be ready for delivery early in August. While the price was set at $1,395, and is $500 less than the price of the Hudson, retailers are under the impression that an increase will be made before the first car is even received by any dealer, due naturally to the material situation—steel in particular.

Trucks

Information from Jackson is to the effect that the Briscoe Motor Car Company of that city will bring out a new one-ton truck, which will be placed on the market in thirty or sixty days. The Samson tractor, which is a product of the General Motors Company and is made at Stockton, Cal., and Pontiac, Mich., will be doubled, while an entirely new plant is planned for Pontiac. The Stockton plant will take care of all the business west of the Rocky mountains, as well as South America and other countries in the western world. The Pontiac plant will look after the American territory east of the Rocky Mountains and Europe. Efforts will tend toward a daily output of at least sixty tractors, and only one model will be made.

No 'Gas' Ration Yet In Prospect, Say Petrol Men

Plenty In Storage; Price In U. S. Will Not Rise Much Say Experts

Rumors that American motorists are to be restricted in their use of gasoline seems too persistent to be downed, but the men are supposed to know keep extremely busy denying them. Petroleum Age, widely recognised as an authority in the oil world, contributes this to the discussion:

"There is in storage plenty of gasoline for all immediate needs, and the rumors of 'ration cards' for gasoline users are without authority from Washington and wholly without reason. The government also has overcome the danger of a shortage in transportation to points in the United States.

"The remarkably high cost of gasoline abroad is due to shortage of ships. That there may be a shortage at home at some future date, when the government reaches its maximum power in the war, is another question, to be faced when that time comes—if it ever does.

"When thousands upon thousands of airplanes, tractors, trucks, tanks and passenger cars are employed in the coming great war work, there may come necessity of careful conservation. But the suggestion of gasoline cards, a ration of a gallon a day or a mixture of gasoline and kerosene, is unsubstantiated by facts.

"The attitude of the government is also against an increase in price. M. L. Requa, director of the oil division, in a letter to A. C. Bedford, chairman of the petroleum war service committee, says:

"'I cannot too strongly emphasize the statement that the government will not at this time view with approval any further advance in the price of crude oil. Will you, therefore, make it plain to the producers of oil that the oil division believes there is no justification for an advance in the price of crude oil at this time.'"

EXPERT GIVES ADVICE ON CARE OF BATTERIES

Says Much Of The Information Given In Scientific Papers Is Misleading

"Mixed in with the helpful information in the popular scientific papers is a good deal of battery advice that should not be followed. Read it if you will—but don't take it too seriously until you have an expert opinion."

This sound advice is given to car owners by a Honolulu expert.

"Every once in a while," he says, "there appears in one of these publications an article describing in detail just how sulphating of plates can be cured after it had been allowed to proceed. Of course every battery-user knows that sulphation, if allowed to gain headway, is injurious to plates, and most everyone knows that it can be cleared up by a special charging process. According to the magazine articles, there is another and much simpler way, which involves doctoring the batteries.

Much Advice Misleading

"Writers of these rather misleading articles on battery cures usually go on to explain how some very simple chemical can be added to the battery to produce results that seem little short of wonderful. Usually the instructions are made vague enough and enough "ifs," and "howevers," and qualifying phrases put in to make you think that it is your own fault if through a trial of the cure you succeed in ruining your battery. Most of the writers of these popular battery articles play safe by being rather indefinite.

"As a matter of fact, there is no material that can be put into a battery to cure ills that have been caused by neglect or abuse. The best course to follow is to have your battery inspected every week or two by an expert, which would enable you to steer entirely clear of any serious trouble. If for any reason this is not done the one thing to remember is that the only remedy for battery trouble is pure water, charging and, finally, expert attention at the hands of a man who knows his business. Chemicals and extra acid never do anything but ruin batteries."

Russian Inspecting American Highways

New York, August 4.—E. S. Zack, chief engineer of the Russian Mission of Ways of Communication, is making a transcontinental automobile trip inspecting the various types of road construction and road building. His trip will cover the Lincoln Highway from New York to San Francisco.

What Would Happen If Autos Stopped For Just 1 Week

The rudest shock that persons who talk about the automobile as a "pleasure car" could get would follow the trial of a suggestion made by Dr. H. H. Hills, assistant general manager of the Packard Motor Car Co., in a letter to L. J. Eastman, president of the Packard's Philadelphia branch.

"I rather believe it would be a good thing if we would stop all motor cars for a week—not let a single wheel turn without a permit from the Government," Dr. Hills writes.

The result, Dr. Hills believes, would be an up-to-the-minute demonstration of the adage about missing the water when the well runs dry. He is certain the motor car's essential usefulness would be established to everybody's satisfaction long before the week's relapse into 19th century transportation came to a welcome end.

"Immediately, the automobile would throw onto the railroads, interurbans and street railways a traffic burden of almost a billion passenger miles for the single week," says Dr. Hills. "Anyone can see what that would mean in the present situation, with railroad schedules curtailed, railroad equipment overtaxed for troop movements, and street railway and interurban companies the country over unable to operate their full equipment because of shortage of man power.

"A general slowing down of the industrial pace would follow. Leaders who are making 24 hours now do the work that 48 or 72 were given a few years back are making their present efficiency records by liberal use of the automobile's swift transportation. Thousands of the executives on whom the leaders depend for practical execution of their plans would be limited by the taking away of their cars, and thousands more of the skilled workers whose earnings have enabled them to buy cars would revert to the strap-hanging stage of development. In many small manufacturing centers in the East, the workers live in nearby towns where perhaps they enjoy better residential conditions and travel to and from their work by 'jitney.'

"I do not need to enumerate the large classes of professional and business men, such as doctors, contractors, salesmen, whose ranges of useful activity are extended by the motor car.

"I believe the economic consequences that would develop within a single week would be irreparable. Certainly, in a nation at war, as we are, they would be as serious as a great defeat. Great Britain offers no sound parallel by which to judge what our condition would be, because distances here are much greater than over there.

"The nation's men of affairs, from the President down, require their cars for the swift, sure transportation which is essential to big achievements in this country today."

ENDURANCE

AND EFFICIENCY are the predominating features of the C.A.V. ACCUMULATORS for Commercial Vehicles

Supplied with flexible ebonite cases specially designed to withstand vibration, and to give faultless service under the most extreme conditions of public service and commercial vehicle work.

FIRST IN THE FIELD AND FOREMOST EVER SINCE.

Full particulars from any high class garage or from the makers.

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Motorcar Insurance

Apply for our latest tariff of rates, the cheapest obtainable in Shanghai.

Liberal conditions and settlements of claims or from our agents:

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'Phone Central 70. *8 b. Kiukiang Road*

Your Car is No Good!

If a man told you that you'd argue the point, wouldn't you? Of course **any** car you can afford to buy and to operate is a good investment—but does the investment remain good?

Is Your Investment Protected?

An investment without protection is like a building without a foundation—likely to topple any time. Yet there are motor car owners in Shanghai who do not carry accident insurance. Their investments may "go smash" any time. Insure your investment!

MAKE YOUR CAR GOOD!

XS POLICIES PROTECT

C. E. SPARKE, Insurance Office
AGENT
Excess Insurances Co., Ltd.

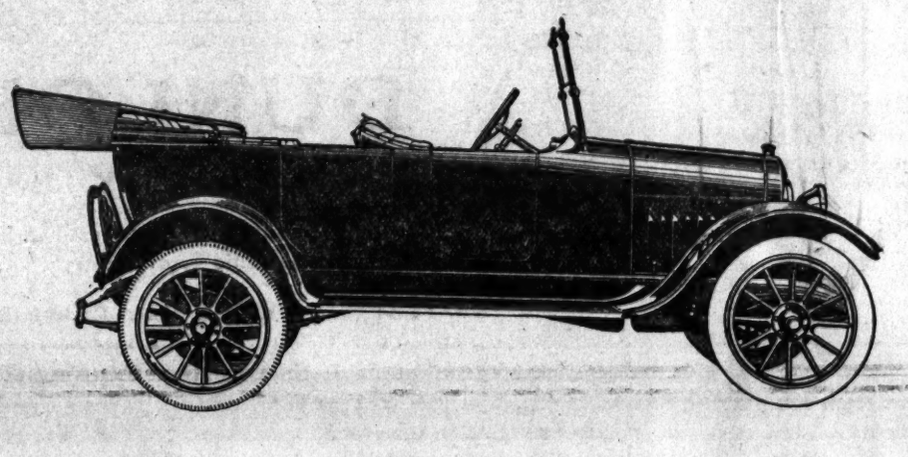
HE SHOULD WORRY!
HE HAS AN XS POLICY

We Beat The Embargo

To It - - - -

We have made provision against shortage of Car stock and have many to offer you.

See the Inter-State

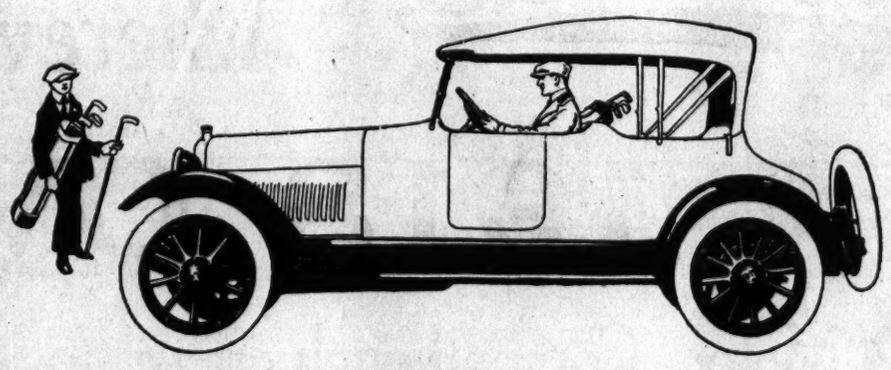


It's a Car with a reputation for real value, real service and real satisfaction to the owner.

Have it Demonstrated

We still have a few - -

CHANDLER SIX



Motor Cars in stock. Choose yours now!

THE STAR GARAGE—West 197

THE EASTERN GARAGE—Cent. 1159 & 2711

The Shanghai Garage Co.

Braking An Ever Vital Topic

By Charles E. Manierre

An advertisement appearing in some of the magazines recently relative to automobile brakes contains some scientific data which are quite erroneous, due no doubt to a mistake.

The formula V. over 10.8 is given, and from the context it is evident that "V" (velocity) is taken in miles per hour.

The true formula is V2 over 2X10.8, in "V" is velocity in feet per second. The figure 10.8 is retardation in feet per second.

Moreover, the factor usually considered the extreme ability of retardation is not 10.8, but 10, for reasonably good level roads, and 6 is considered the extreme which can be used without annoyance to the passengers.

This formula is quite simply arrived at. If the car is traveling at the rate of ten miles an hour it covers in that time 52,800 feet. This is divided by 60 minutes and then by 60 seconds, which gives the result, 14 2-3 feet per second.

At thirty miles per hour this becomes 44 feet per second, and at one mile per hour, 1.4 2-3 feet per second, and so on for other speeds.

Taking for convenience the thirty-miles speed and a retardation of 10 feet as the factor, 10 divided by 44 feet gives 4.4 seconds as the time necessary to bring the car to a stop.

At the beginning of the braking it is passing over 44 feet per second and at the termination it has ceased to move. Consequently 22 feet per second is its average speed during the interval. Twenty-two multiplied by the period of 4.4 gives us 96.8 feet as the distance which it will pass over while it is being brought to a standstill.

It will be noticed that the foregoing is equivalent to squaring 44 and dividing it by 2x10, the above formula.

Assuming that the brakes were not in the best of order, but were capable of stopping the car at the rate of six feet per second—i.e., as rapidly as would be comfortable to its occupants—but that the driver was inclined to a somewhat more moderate speed, it will be found that he has the car under equal control, if instead of running at thirty miles an hour he is content to run at twenty-three miles an hour, from which speed to a standstill, with a 6-feet retardation, will require 5.6 seconds and 94.4 feet.

This is one illustration among many of the advantages of moderation in speed.

It is a curious fact, although apparently accidental, that the formula given in the advertisement above referred to, while it approximates the truth, brings results which ought to be increased by about 7½ percent to be correct. And this added to the fact that the factor is exaggerated makes it certain that the average car would not respond to the figures which it is claimed are the normal distances within which it should be possible to stop the car.

The factor assumed by the advertisement is equivalent to approximately 34 percent of grade.

One foot of retardation is equivalent to 62.5 pounds of resistance per ton. Multiplying this by 10.8 gives us a resistence per ton of 675 pounds. Every twenty pounds is equivalent to 1 percent of grade, and thereby we obtain the figure 33.7 percent grade.

In order that there may be no uncertainty as to the meaning of this grade, it should be said that this is slightly less than a slope making with the horizontal an angle of 20 degrees. It is to be distinguished from the surveyor's expression of "one in four" or "one in ten," which is sometimes erroneously translated into grade percents, the first being erroneously called a 25 percent grade and the other a 10 percent grade. Under this nomenclature a 45 degree angle constitutes a 100 percent grade, and a straight drop, which is in truth a 100 percent grade, becomes infinity. This is an error not infrequently made by those who should be more exact.

It is generally estimated that above 50 percent of grade, i.e., 30 degree angle, a car would be able to slide down hill even if its wheels were locked, and could certainly not progress uphill, no matter what its engine power.

The ten feet retardation is equivalent to a 31 percent grade, making with the horizontal an angle of 18 degrees. A six feet retardation is equal to a 18½ percent grade, making with the horizontal an angle of 10 degrees 40 minutes.

In other words, if the car will stand without moving when the brake is applied on a hill of approximately 20 percent, its brakes are in fair condition. If it will stand without moving under similar circumstances of a 30 percent grade, its brakes are in top notch condition.

The difficulty with both of these experiments is that on good roads neither of these grades occur. Even a 10 percent grade is rare.

Utilising the method of bringing the car to a definite speed, and the less speed the better, a single experiment will show as well as several the condition of the brakes, if a good level road is chosen. From fifteen miles an hour, on the basis of ten feet retardation, with a maximum effort with the brakes, the car should stop within 24.2 feet. If the distance measured proves to be 40.26 feet, it will indicate that only a six feet retardation has been accomplished.

More simple still, if it is possible to discommode the passengers by putting the brakes on suddenly, it is safe to say that they are not in very bad condition.

With regard to using the brakes, it should be remembered that with most cars both brakes act upon the same metal, and if they are both applied at once there is no opportunity for the heat generated to escape and the brakes are likely to be ruined. Moreover, either brake ought to be sufficient if in good condition, and therefore the application of both is unnecessary.

A point not generally thought of but recently alluded to by one of the daily papers is that with some cars the motion of the springs is such that on a down grade with an irregular surface a sudden extra strain may be put on the emergency brake, if it is set, which would cause it to break, particularly with such obstructions as the occasional water channels on back roads.

When a brake has been subjected to serious heating it should be regarded with suspicion, as on the next use it is quite likely to disintegrate completely.

In conclusion it may be again pointed out that quick acceleration and quick retardation are not the characteristics of good driving, but of bad. Both of them are an annoyance to the passengers and a great waste of tires and gasoline.

Conserve Materials Is Cadillac Motto

The movement for conservation of materials is receiving new impetus, so far as motor car materials are concerned, from motor car manufacturers in America.

The Cadillac Motor Car Co., has just issued a bulletin urging its distributors and dealers to do everything possible to assist in the conservation of steel, and asks that instructions be passed on to shop foremen and workmen to co-operate in every way they can.

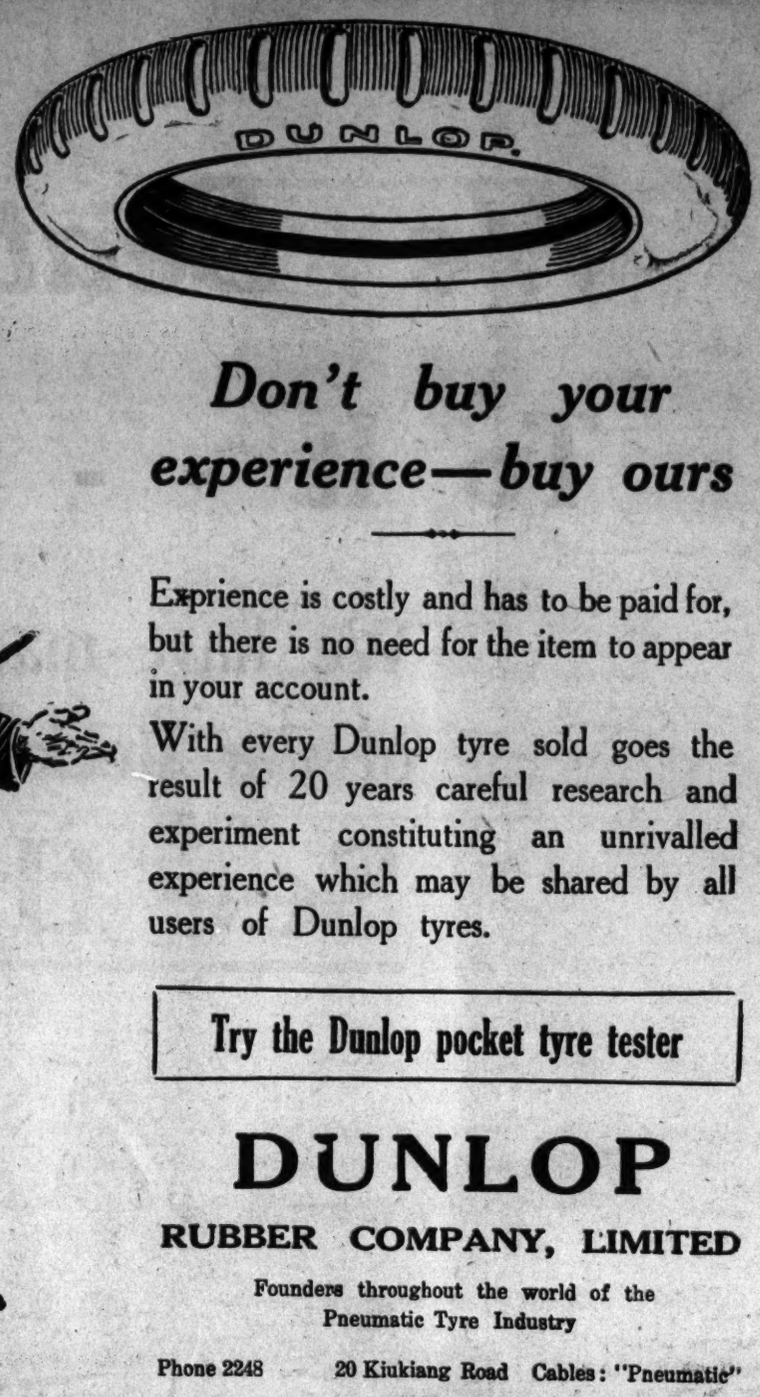
In its communication the company cites instances of paying hardware prices for steel. It points out that when a car owner bends or dents a fender it should be straightened, or the dents bumped out, rather than thrown away and replaced with a new fender.

There are many parts about a motor car, especially steel stampings, which are liable to damage by accident or misuse, and unless these are injured beyond all possibility of repair it is suggested that they be restored to their original condition, or as nearly to it as possible.

It is also suggested that dealers may have an accumulation of such parts, replaced before the scarcity of materials became so pronounced, that could be put into first class shape and used again where replacement is an absolute necessity.

TO TEST THE MIXTURE

The correct mixture at high engine speed is determined by flashing the throttle open to note if engine picks up smoothly and evenly. If it backfires it is getting too much air and the high speed adjustment must be changed to give it less.



Don't buy your experience—buy ours

Exprience is costly and has to be paid for, but there is no need for the item to appear in your account.

With every Dunlop tyre sold goes the result of 20 years careful research and experiment constituting an unrivalled experience which may be shared by all users of Dunlop tyres.

Try the Dunlop pocket tyre tester

DUNLOP

RUBBER COMPANY, LIMITED

Founders throughout the world of the Pneumatic Tyre Industry

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Overland

Excellence is recognised wherever Cars are known

1918 OVERLAND

Motor Cars, though new to the market, have already won public favor.

It's the Thrift Car

They combine all the essentials for heavy duty plus the finish and luxury for true comfort.

The Central Garage Company

2a Jinkee Road Phone Central 3809

SPORTING NEWS SECTION
THE CHINA PRESS

SHANGHAI, SUNDAY, SEPTEMBER 8, 1918

S.C.C. BEATS RECS ON SOFT WICKET

Clifford Is Star, With 33 Of Club's 74 Runs By Fine Batting

WILLIS IS BEST FOR RECS

Has Run Of 31; Little Scoring Otherwise Because Of Wet Ground

The Shanghai Cricket Club was at home to the Recreation Club yesterday afternoon, and after a match full of ups and downs the homesters at last ran out victors with only the narrow margin of sixteen runs to their credit.

The wicket was naturally on the soft side and therefore the bowlers had quite a day out. Clifford proved to be the star both with bat and ball, it was principally due to his fine trundling that the Recs were dismissed for the small total of 58 runs. Putting down nine overs, and at the cost of only 19 runs, he dismissed five of the visitors' best batsmen. Grimshaw proved an able partner by accounting for the rest of the victims at a comparatively small cost.

The Recs took first knock and Willis and Quincey faced the attack of Grimshaw and Clifford. Thanks to a big effort on the part of the first named batsman, the Recs gathered 58, but he was the only player who got into double figures for his side. Mr. Extras for once managed to get ten singles.

A good first wicket stand by Middleton and Deeks for the Club looked as if the visitors were in for a long day's leather hunting, but a change of bowling saw Bheora dismissing Middleton, and a run out, after scoring fourteen, saw the last of Deeks. Clifford then came upon the scene and saved the situation for his side by scoring the top innings of the game by gathering 33. The less said about the rest the better. The fielding of the Recs calls for mention. They were right upon the ball whenever it came within sprinting distance.

The visitors tried out four bowlers, of the which Bhoora showed himself the most successful by taking four wickets for 25 runs. Walter Wilson was the hardest worked, and the batsmen never ook libertie with him. His two wickets for 28, after putting down ten overs, was really excellent. Manley had the best average of the match by taking three sticks for only two runs a piece.

The scores:

S. R. C.

A. J. Willis, c. Foster, b. Grimshaw	31
L. G. Quincey, stumped Deeks, b. Clifford	0
C. H. Bhoora, b. Clifford	5
H. I. Cooper, b. Grimshaw	1
W. E. Wilson, l.b.w., b. Grimshaw	0
T. Wallace, b. Clifford	3
T. Main, c. and Clifford	0
H. J. Ambrose, b. Grimshaw	4
W. T. Manley, not out	0
W. J. Haynes, l.b.w., b. Clifford	0
C. E. Ollerdessen, b. Grimshaw	0
Extras	10
Total	58

Bowling Analysis

	O.	M.	R.	W.
Grimshaw	9.3	1	29	5
Clifford	9	0	19	5

S. C. C.

S. J. Deeks, run out	14
H. Middleton, b. Bhoora	9
E. G. Tait, c. Cooper, b. Wilson	5
W. C. G. Clifford	33
E. W. Stagg, b. Bhoora	0
Churchill Knight, c. Wilson, b. Bhoora	4
W. E. Anderson, c. Manley, b. Wilson	0
C. Foster, c. Bhoora, b. Manley	5
R. S. Campbell, b. Bhoora	1
F. H. Pentycross, not out	1
R. Grimshaw, b. Manley	0
Extras	2
Total	74

Bowling Analysis

	O.	M.	R.	W.
Wilson	10	0	28	2
Ollerdessen	3	0	14	0
Bhoora	8	3	25	4
Manley	1.2	0	6	3

Smiles from the Mixed Court

Whether it was a sort of a kindergarten Wallingford stunt or not it certainly looked good to about 44 of the local gentry who read the prospectus in the Chinese papers and the 44 called around to get in on the ground floor.

They called on Messrs. Sung Vai-ching and Sung Sen-ming, who, according to their own modest claim, are doctors of first rate ability. The proposition, as glowingly sketched by the Drs. in their interviews with the 44, consisted in the establishment of a hospital to be named the Wai Lee Hospital, which was to flourish and eradicate the pangs and ills of mankind at the corner of Peking and Szechuen Roads and, incidentally, declare a healthy dividend. All needed was a little starting capital and a staff. The idea was for the 44 to furnish both. And the 44 fell all over themselves doing it. Collectively they contributed $2,280 and were assigned posts of honor on the payroll.

Zih Tuh-ming was one who interviewed the learned M. Ds. and came away smiling the smile of a man who has just been notified that an unknown steel magnate has passed definitely away leaving his estate in toto to the smiler. Zih had been awarded the post of Chief of the Industrial Bureau of the hospital. Just previous to his appointment he had deposited with the Drs. Sung $100 cash money and a promissory note for $400 more. What connection an industrial bureau might have with an establishment devoted to the abolition of mumps and such was not mentioned and did not worry Zih much. He was to pull down a salary of $30 per month. This was later for some occult reason to be reduced to $24, but his title was to remain as highsounding as ever. Zih was advanced $20 back out of his hundred for "locomotion," another unexplained part of his office.

Ong Kwaung-sz paid in $10 and was nominated an "usher" in the hospital. He was to get $15 a month.

Yih Si-tien deposited $50 and was given the post of Inspector of Goods Expected to Arrive from Hongkong.

Then, slowly, terribly, came disillusionment.

Zih began to worry about the absence of industry to supervise, and his fund for "locomotion" was running low.

Ong hung around for ten days without a single soul to usher, and no salary advance forthcoming.

Yih's eyes were strained from looking seaward but the goods from Hongkong did not come. Others of the 44 likewise began to grow impatient and wonder about the return on their investments. A delegation went around to call on the doctors, inviting a few policemen to go along.

The Messrs. Sung were evidently not expecting visitors. It was also evident that they were planning to take a little trip somewhere, but they dropped packing their suitcases and decided to remain in town when the policemen implored them to stay. A search of the place produced $133 and a few articles of new furniture.

In Court the doctors admitted receiving the $2,280 and said that they had been invited to Shanghai to open the hospital by a man named Ting Gi, whom they had never seen. They thought they had been cheated and the whole affair was all mixed up. The Court thought so too and gave them two weeks to draw up a narrative of what had happened to the $2,280.

Got His Seasons Mixed

If he figured on working on the sympathies of the Court Bak Noen-foo should have selected a less humid morning than last Friday's. Bak stood at the dock to answer for the theft of one silk waistcoat, one cotton gown and one pair of cotton trousers belonging to Yung Noong-noen. He admitted the theft. But, said Bak, the reason was that his own clothes were very thin and he was suffering from cold. He figured that he needed just about as many more garments as those of Yung to keep him warm. The Court wiped its brow and ordered the jailer to pick out a nice inside without drafts cell for Bak to occupy about a week.

INDOOR SPORTS By Tad

SWEET - PATOOTIE!! SHE MAY HAVE LOST HER CHARM AN' BEAUTY BUT SHE STILL RETAINS HER GIRLISH LAUGHTER
UH-YES - TEE HEE — MAMA SAID THAT I REALLY SHOULD ADOPT A SOLDIER BOY SO I PICKED YOUR NAME OUT - CLARENCE - DEAR I THINK ITS SO ROMANTIC - YES MAMA THOUGHT THAT I SHOULD SEND YOU CHOCOLATE AND CHEERING LETTERS
YES'M I'M HIM
HE TOLD ME THAT A CHICKEN ADOPTED HIM AN' THAT HER NAME WAS DOTTIE AND THAT SHE WROTE TO HIM ON PINK PAPER SCENTED
OH FIREMAN!! SAVE MY CARNIVAL BADGE
SERGEANT! TAKE HIS NAME
I USED TO BE THE GOAT BUT - NO MORE
INDOORS SPORTS
TAKING YOUR FIRST SLANT AT THE DAME WHO HAS ADOPTED YOU FOR THE DURATION OF THE WAR

At the Theaters

The London Film Company's dramatisation of Sir Hall Caine's "The Christian," in six reels, will be screened at the Olympic Theater Friday and Saturday nights. Special music by an enlarged orchestra will support the picture, which features Derwent Hall Caine and Eli Sabeth Risdon. Charles Rick, Gerald Ames, Douglas Munroe are among those in the cast. Bookings may be made at Moutrie's.

At the Olympic tonight, tomorrow and Tuesday nights, Geraldine Farrar of the Metropolitan Opera Company of New York will feature "Temptation," a Paramount film in six parts. Other new films will be screened.

"Hells Hinges," a Triangle film featuring William S. Hart, Clara Williams and Louise Glaum, will head the bill at the Apollo Theater tonight. Comedy pictures and a late graphic will complete the program.

"The Goose Girl," a Paramount film in five reels with Marguerite Clark as the star, is the film announced to head the program at the Victoria Theater this afternoon, tonight, tomorrow and Tuesday.

At Verdun Gardens, the six part Metro photoplay, "The White Raven," with Ethel Barrymore in the lead, will be show tonight for the last time.

"The College Widow," a five part comedy, is announced by St. George's Cinema, Bubbling Well for tonight.

Han Ping-chien and his original company will present "Peking Mysteries" at the Isis Theater beginning tomorrow night. The company has recently returned from a tour of Europe and the United States.

Tonight at the Isis The Yiddish Vaudeville Company will show. Three sterling numbers are included in the program. The company will give another performance at the Isis Thursday, September 19.

Shanghai Harriers Club

The Handicapping Committee of the Shanghai Harriers Club met Friday evening to approve the regulations drawn up by the Fixture Committee, arrange handicaps and discuss other business.

It has been decided that there will be six handicap events during the coming season and the tentative schedule calls for 30 runs in all. A one-mile handicap has been added to the program published recently and a series of short cross-country runs has also been suggested in which the defense forces of Shanghai will be invited to participate. These runs would be conducted under the rules in usage for the army runs in England and America. The Club hopes to end up the season with an open athletic meet, plans for which will be more definitely considered later. The Club is adjusting its schedule so as not to clash with any of the S.V.C. events as a number of the members belong to the defense forces.

Lawn Bowls Chatter -:- By Skip

This form of exercise appears to become more popular every year, judging by the number of new men who are taking it up, and there is not a shadow of doubt that the game is firmly established in Shanghai, but it will be a pity if everybody thinking of going in for the game should join the Shanghai Lawn Bowls Club which is quite strong enough now to meet in friendly competition any other Club in the place.

Beginning with this season, the Lawn Bowls Club has refused to admit members from other Clubs, not being desirous of weakening them, and hoping they will increase in strength as time goes on.

One of our best bowlers, Mr. G. H. Phillips, has not been seen on the green very much this year, which is to be regretted, but we welcome back from Europe a fine exponent of the game in the person of Mr. Craigie Ross, who I hope will soon be restored to good health.

* * *

An idea has been mooted, and favorably acted on of getting up a match between the ladies. This will be held soon.

Another interesting match was I believe suggested by a member, that the oldest members play the youngest, but it fell through owing to some of the men declining to disclose their age. Ladies please note!

* * *

One very interesting match has been played this season. Four leaders, who are no mean exponents of the game, challenged any four skips to a friendly contest, and although the skips team might have been stronger, the leaders won with a margin of 12 points in their favor. I understand the same four men are still awaiting a team of the best skips of the Club to try conclusions with. Since this match took place, the four leaders have been elevated to the position of skip, and judging from the results of the first match in which they acted in this capacity I don't think the Committee is altogether dissatisfied with their selection.

* * *

This has been a very wet season, consequently many matches are held up, but this is not the only cause of delay. Men taking their holidays has been another and it is to be hoped the season will not close this year as it did last, with some matches unfinished. It seems to me the Committee should insist that heats be played off up to time, extra time of course to be allowed when the rinks are closed.

* * *

It is worthy of mention that Albert Taylor has the satisfaction of being in five finals, which must almost be a record. He is a most steady and reliable player and his success is well deserved. Another thing that has often struck me is that play is very often commenced before the ground is sufficiently dry, which in my opinion can do it no good and is bound to cause irregularities in the ground and militate against good play.

The Shanghai Nanking Railway has the nucleus of a Bowling Club, which it is to be hoped will grow until it is able to participate in inter-club games. A rumor is current that the Police are endeavoring to form a club, and are hoping to get a green on the Recreation ground, to which it is to be hoped that there will be no opposition, as in time the Police should be able to muster a very strong team.

S. L. B. C. Rink Competition

This competition—a most interesting one was played yesterday afternoon.

The conditions were, the Rink to win by the greatest number of ends.

The result was a tie on three Rinks, but the decision went in favor of Mr. George Dunlop's rink by reason of the fact that his team won by the greatest number, 4 points.

The winning team was composed of "Some" Bowlers:

Messrs. Dunlop (skip), Alex Samson, W. P. Pitt, O. H. Blackburn.

Cups for the winners were presented by a member of the club, and $46 will be paid to the Royal Air Force Hospital Fund, as the result of the match.

Practice for the Ladies' Day match, which is scheduled for next Saturday, will be held Tuesday morning at 9 o'clock.

S.I.S.C. Swimming Gala

C. A. Figueredo, of the Shanghai International Swimming Club, was the star of the final night of the club's thirteenth annual gala held last night. Figueredo won two firsts, winning the one length club handicap in 21.4 seconds and the diving for objects competition. The relay race between the Shanghai Rowing Club and the International Swimming Club went to the latter.

The results: One length club handicap: (1) Figueredo, (2) Collaco, Time 21.4 sec. High Diving: (1) Mears, (2) A. Gutierrez. 220 yards club handicap: (1) V. Remedios, (2) S. A. Collaco. Time 4.2:4 seconds. One length open handicap: (1) S. Kodama, (2) C. J. Sequeira, (3) C. M. Sequeira, Time 23 seconds. Long Plunge Shanghai championship: (1) J. H. MacGregor, (2) W. F. Hamlin, Distance 65 feet 10 inches. Dive for objects: (1) C. A. Figueredo, (2) R. F. Remedios. Ladies' Sweepstakes handicap: (1) T. Mellows, for Miss L. H. Cooke, (2) V. Remedios, for Miss L. Thomas, (3) V. Elliott, for Miss L. Souza. Time 58 seconds. One length naval race: (1) A. Howard, (2) S. Kezley. Time 26.2 seconds. Inter-club relay race: Shanghai International Swimming Club, C. Encarnacao, C. E. Ozorio, F. A. Remedios, E. Mears. Time 1 minute, 11:1 seconds.

.303 Rifle Shoot

H. Kodaira Wins First Stage

H. Kodaira won the first stage of the Shanghai .303 Rifle Championship, fired off yesterday at the Rifle Range under fairly good weather conditions. The winner of the initial stage and special prize turned in the fine score of 97 points and was closely followed by W. T. Rose with 96. H. Lane and A. M. Collaco turned in scores of 92 each. C. McBain was the victim of the toughest sort of luck. His score at 200 yards was 30 and at 600 yards 32 but at the 500 yard mark he made seven straight misses before discovering that he was using the wrong elevation. Otherwise he would have been placed among the first ten.

Thitry-one competitors turned out for the shoot and the twenty-four highest shots qualified for the second stage of the match which will be held this afternoon at 5 p.m. from the 300 and 600 yard ranges, ten shots to each range. Following are the scores of yesterday, at 200, 500 and 600 yards:

Qualified

Names	200-	500-	600-	Total
1—Kodaira, H.	32	33	32	=97
2—Rose, W. T.	31	35	30	=96
3—Lane, H.	32	31	29	=92
4—Collaco, A. M.	33	30	29	=92
5—Cole, R. G. H.	29	32	28	=89
6—Wilder, G. H.	30	31	26	=87
7—Snape, F. W.	28	27	31	=86
8—Macbeth, J.	26	29	31	=86
9—Thomson, C. E. M.	30	26	30	=86
10—Bedoni, C.	27	30	28	=85
11—Hodges, F. E.	26	30	28	=84
12—Jensen, G. V.	30	30	23	=83
13—Smith, W. G.	29	27	26	=82
14 Ransom, S. A.	31	26	25	=82
15—Ryan, L. E. N.	30	27	23	=80
16—Watanabe, T.	28	29	23	=80
17—Kajiwara, D. K.	25	23	30	=78
18—Monk, W. J.	25	24	29	=78
19—Ilbert, O. L.	28	29	21	=78
20—Robinson, H.	26	27	24	=77
21—Bonichi, F.	21	29	24	=74
22—Diniz, A. F.	25	27	23	=74
23—Cameron, W. G.	23	27	23	=73
24—Mottu, A. L.	24	22	25	=71

Counted Out

25—White, Aug.	68
26—Barnes, H. J.	67
27—Vine, S.	66
28—McBain, C.	62
29—Bone, H.	61
30—Godby, A. C.	61
31—Prince, E. A.	56
32—Lambert, H. W.	Absent.
33—Terrill, W. J.	"

Polo Gymkhana Postponed

The soft condition of the polo field made necessitated the calling off of the Shanghai Polo Club gymkhana, scheduled for yesterday afternoon. The gymkhana was postponed until next Saturday.

LISTLESS SET-TO GOESTOSHANGHAI

Game Featured Only By Harr's Bare Hand Catches Taken By Locals, 9-3

NAVY NEVER THREATENS

Hess Is Hit Hard, Locals Scoring Four In Fourth And Five In Sixth

SEASON ENDS TODAY

The baseball season will end this afternoon when the Navy and Shanghai teams play at the Race Course. The game will start at 3:45 o'clock.

Maloney was wild and Shorty Hess didn't have much. Shangahi hit the ball when the clouts helped register tallies. It was mushy underfoot and the sky was overcast. There were 27 loyal admirers of the American National game in the stands. Shanghai beat the Navy, 9 to 3.

These are the details of yesterday's ball game and were it not for Shoeless Harr's bare-handed stabs, Crow's slashing double and Glauque's triple, little else could be said. Glauque also contributed a knee-high throw from deep left that looked like a million—taels or dollars as you please. But Harr was the kingpinner in the field.

Harr is not the thinnest first sacker in the world and there are about 16,706 first basemen faster on their feet. But when it comes to sticking out a bare paw and nipping a ball—Harr gets the belt.

That Same Harr

In the first inning, the aforementioned Harr stretched full length for a throw from Maloney and coralled it with the naked lunch-hook. In the second, he went clear to the stands for Porterfield's foul, copped it with the bare hand and then duplicated the feat on Glauque's foul that scraped the heavens.

Another thing about Harr. There didn't happen to be a pair of baseball shoes in the clubhouse that would fit his dainty feet. So he emulated Shoeless Joe Jackson, pulled on his socks and slid around in the mud and water as happy as a young clam.

Crow begged a double and a single and made two great catches of hard foul flies. Shorty Hess made one circus stop and Porterfield pitched pretty nice ball with the exception of his bad sixth inning when he presented the sailors with two runs, one by passing Reed with the sacks crowded and the second when he made a wild pitch with the bases still suffocated.

The season winds up this afternoon but there will be little wailing and less gnashing of molars. Said season will go down in history but it will be notorious rather than famous.

Navy Scores First

Holliday's error gave Collins a life in the third after Reed had singled, moved along on the error and then got caught at third by Campbell's swell peg from center. Savage singled to left and Collins rounded third on high, Glauque's throw was perfect but Bradley lost the ball in the mud, Collins registering the Navy's first.

A single by Wilhoit, a dropped fly, Crow's double, Bradley's single and Glauque's long triple chased four across in the fourth and gave Shanghai a lead that was never threatened.

The locals added five in the sixth. Singles by Crow, Porterfield, Turner and Wilhoit coupled with errors by Savage, Hair and Becker tell the tale.

Porterfield's temporary fit of wildness came in the sixth but little damage was done.

SHANGHAI	AB	R	BH	PO	A	E
Wilhoit, 2b.	4	0	2	4	0	0
Holliday, ss.	3	1	0	2	4	3
Crow, 3b.	4	2	2	4	1	1
Bradley, c.	4	2	1	3	2	1
Porterfield, p.	4	1	1	0	2	0
Glauque, lf.	3	1	1	2	1	0
Turner, rf.	3	1	2	0	0	0
Campbell, cf.	1	0	0	0	1	1
Smith, cf.	1	0	0	0	0	0
Waite, 1b.	3	1	0	6	0	0
Totals	30	9	9	21	11	6

NAVY	AB	R	BH	PO	A	E
Collins, cf.	4	1	0	0	0	0
Savage, 3b.	3	0	1	3	1	1
Maloney, p, 2b.	4	0	0	1	2	0
Harrs, 1b.	4	0	1	8	1	0
Becker, ss.	4	1	1	2	0	2
Hess, 2b, p.	3	1	0	0	2	0
Hair, c.	3	0	0	5	2	1
Reed, rf.	2	0	2	2	0	1
Luna, lf.	3	0	0	0	0	0
Totals	30	3	5	21	8	5

Score by innings:

										R	H	E
Navy	0	0	1	0	0	2	0	3	8	5		
Shanghai	0	0	0	4	0	5	0	9	9	6		

Summary: Earned runs—Shanghai, 4. Left on bases—Shanghai, 2; Navy, 8. First base on errors—Shanghai, 4; Navy, 6. Two base hit—Crow. Three base hit—Glauque. Stolen bases—Wilhoit, 2; Bradley, 2; Crow, Campbell, Maloney, Harrs, Reed. Sacrifice hit—Holliday. Struck out—by Porterfield 2; by Hess, 2. First base on balls—off Porterfield, 1; off Hess, 1. Hit by pitcher—Savage. Wild pitch—Porterfield.

Umpires: Honoski and McAfee.

Time of game—One hour, 20 minutes.

Shanghai Race Club Autumn Meeting

The program for the Autumn Meeting of the Shanghai Race Club, the dates of which have been fixed for November 11, 12 13 and 16, has been arranged as follows:

First Day

Monday, November 11.

1.—The Maloo Plate. Half a Mile.
2.—The Criterion Stakes. One Mile.
3.—The Maiden Stakes. Three-Quarters of a Mile.
4.—The Fah-Wah Stakes. One Mile and a Half.
5.—The Subscription Griffin Stakes. Three-Quarters of a Mile.
6.—The Shanghai St. Leger. One Mile and Three-Quarters.
7.—The Eclipse Stakes. One Mile and a Quarter.
8.—The Autumn Cup. One Mile and a Quarter.
9.—The Whangpoo Stakes. One Mile and a Half.
10.—The Kaigan Plate. One Mile.

Second Day

Tuesday, November 12

1.—The Northern Cup. Three-Quarters of a Mile.
2.—The China Cup. One Mile.
3.—The Shanghai Stakes. One Mile and a Half.
4.—The Pagoda Cup. One Mile and a Quarter.
5.—The Llama Miau Stakes. Two Miles.
6.—The Rubicon Plate. One Mile
7.—The Racing Stakes. One Mile and a Quarter.
8.—The Sycee Stakes. Three-Quarters of a Mile.
9.—The Sicawei Plate. One Mile and a Quarter.
10.—The Mongolian Plate. Seven Furlongs.

Third Day

Wednesday, November 13

1.—The Flyaway Plate. Seven Furlongs.
2.—The Grand Stand Stakes. One Mile.
3.—The Pari-Mutuel Cup. One Mile and a Half.
4.—The Jockey Cup. One Mile.
5.—The Consolation Cup. One Mile and a Quarter.
6.—The Sub-Griffins' Consolation Cup. One Mile and a Quarter.
7.—The Champion Sweepstakes. One Mile and a Quarter.
8.—The Manchu Stakes. One Mile and a Quarter.
9.—The Nil Desperandum Cup. Seven Furlongs.

Off Day

Saturday, November 16.

The Autumn Handicap. One Mile and a Quarter.
The Griffins' Handicap. One Mile and a Quarter.
The Sub-Griffins' Handicap. One Mile and a Quarter.
The Grand National Steeplechase. Twice round a course selected by the Stewards.

BIG LEAGUES END 1918 BALL SEASON

War Brings Game To Early Close With Cubs And Red Sox Ahead

The people of the United States have given up professional baseball. The three leagues surviving since the "work or fight" law went into effect, the National, American and International, ended their seasons last Monday, over a month earlier than the usual closing time. The World's Series games are now supposed to be on and results are daily expected by cable.

The Boston Red Sox and Chicago Cubs are the probable contenders although the last advices received here showed three teams, Boston, Washington and Cleveland, bunched in the race for the American league flag. Chicago led New York in the older circuit by seven games August 7.

In a few days all players will enter the government's service or essential employment.

What remained of professional baseball was scheduled to pass into history on the last day of August. The ruling of Provost Marshal General Crowder that ball playing was not an essential industry was sustained by Secretary of War Baker, who granted the American national pastime a respite until Sept. 1. But three leagues played out the season.

The Big Noise

This is Harris. The big wind in Ireland had nothing on Harris and if anything, the greatest sailor rooter in the world has an edge on the famous blow. He is louder and more persistent. Harris is an attraction, too. The big wind wasn't. Harris is now at Chungking and he is yelling blue murder, crabbing because he cannot be here to see the season pass into history this afternoon.

Soon after Secretary Baker's decision was announced, the American Association hurriedly wound up its season and awarded the pennant to Kansas City. The Eastern Association adjourned on the same day with New London the champion.

It had been predicted for some time that baseball would not be able to survive, with players from 21 to 31 going into military service. Most of the draft boards saw no reason why the husky young athletes should not engage in some essential industry. The status of ball players under the selective service classification came to a showdown with the appeal of Catcher Eddie Ainsmith, of the Washington club of the American League, from the ruling of his local board in the District of Columbia.

The press of the country has found little fault with the ruling of the Secretary of War. Those interested in the game must be willing to accept their inconvenience or hardship in the same spirit of sacrifice as have persons in other activities interfered with by the war.

John K. Tener, president of the National Baseball League since December, 1913, resigned from the position August 6. He has been connected with professional baseball since 1880. President Tener is a former Governor of Pennsylvania.

New York newspapers carrying the stories of President Tener's resignation, forecast the resignation of Ban Johnson from the presidency of the American Baseball League.

Clark Griffith is mentioned as Johnson's successor.

Preparing For Regatta

Rowing Club Begins Training

Following closely on the heels of a successful swimming gala, the Shanghai Rowing Club is preparing an extensive rowing program for the Annual Autumn Regatta to be held at Henli on October 27.

Many oarsmen have been actively in evidence about the Club recently and another feature which promises animated competition later on is the number of griffins who have been turning out and the keenness they display in the sport. They have been using the tubs, with fixed seats, extensively and a heavy tub eight has been out several times.

Regular training will begin tomorrow for the following program:

Griffin Tub Sculls.
Griffin Pairs.
Griffin Fours.
International Trial Pairs.
International Trial Fours.
International Trial Eights.
S. V. C. Fours vs. Fire Brigade.
Hong Fours.
Junior Pairs.

Eight or ten coaches will be present to take the various crews in hand and griffins are especially requested to turn out so that coaches may be allotted to them and so that their training may begin while the evenings are still long.

MARTIN'S APIOL & STEEL PILLS

A French Remedy for all Irregularities. These made of Apiol keep a box of Martin's Pills in the house, as thus on the first sign of any irregularity of the system a timely dose may be administered. Those who use them recommend them, hence their enormous sale. At all Chemists and Stores, or post free 4/- from MARTIN, Chemist, SOUTHAMPTON. ENG.

SPECIAL CONSTABLES HOLD FIRST GYMKHANA

Between 80 And 90 Enjoy Sports And Entertainment Program At Home Of Mr. R. E. Wilson

Between 80 and 90 Special Constables attended the gymkhana and get-together meeting at the home of Mr. R. E. Wilson, 105 Route Ferguson, yesterday afternoon. Sports, entertainment features and refreshments comprised the program.

The stellar event of the sports program was the small arms shooting competition between Head Constable Gerardet and Constable Wilde, which was finally won by the former. The men tied at 35 and on the shoot-off, again tied with 25 each. When they shot the third time, Mr. Girardet scored two bulls-eyes and one inner while Mr. Wilde scored one bull's-eye and two inners.

Louza Division won the inter-sectional shooting, Hongkew, Sinza and West Hongkew Divisions following in the order named. The respective scores: 24.5, 20.7, 17.5 and 17.4.

Warning Officer Gibson and Constable Saker, representing Honghew Division, won the inter-sectional tennis tournament, defeating Head Constable Hancock and Constable Duncan, playing for Sinza in the finals.

Constable Wilde of Louza Division won the accoutrement race, two Japanese inspectors gave an exhibition of jiu-jitsu, with Sergt.-Major Fairbairn explaining the various holds, and the French Band played a concert during the afternoon.

Yachting

The Shanghai Yacht Club event for today is the third round for the challenge cup, Class A.

The race starts at 9:30 o'clock this morning from the Customs Hulk, Woosung, the course being out over the bar leaving Lismore Buoy to port, Lower Quarantine Buoy to port, up the Yangtsze and round the Upper Quarantine Buoy. This course is to be sailed twice, the finish being at the starting point.

A special train for Woosung leaves Shanghai North Station at 8:30 o'clock this morning.

TENNIS BALLS

That outwear all others

"Hand-Made"

THEY ARE THE BEST!

SQUIRES BINGHAM CO.

"The Store of Quality"

"Commander" is original—therefore it cannot be compared with any cigarette you have tried.

"Commander" is mild—it has unusual flavor—its larger size is distinctive.

"Commander" must be smoked to be appreciated. Try them—buy a tin of fifty, or a packet of twenty at your dealers.

Westminster Tobacco Co., Ltd.

Refracting and Manufacturing Optician

Dr. John Goddard

Toric Lenses
Invisible Bifocals
Sun Glasses in Various Shades

W. T. Findley, M.D.
36 Nanking Road. Tel. 1[illegible]

Bright Lights! Follow the Crowds Bright Music!

TO

The Eldorado

"The Home of Refined Dancing"

Prof. Martinez Orchestra

First-Class Floor! Everything No. 1 First-Class Service!

CHINESE GOVERNMENT RAILWAYS
TIENTSIN-PUKOW LINE
TIME TABLE

(Published by order of the Administration)

0[00] – Midnight, 13[30] – 1[30] p.m.

July 1st, 1917, and until further notice

Mail 101	Mail 3. B. s.	Luxe 1. B. S.	Miles	Peking-Mukden Line	Luxe 2. B. S.	Mail 4. B.	Mail 102. B. s.
2[00]	8[30]	300	0	dep. Peking arr.	2230	1940	1030
345	1113	635	. .	arr. Tientsin-Central dep.	1938	1700	755
2358	1117	640	84	dep. Tientsin-Central arr.	1930	1650	750
000	1155	650	. .	arr. Tientsin-East dep.	1920	1645	700
910	530	2310	524	arr. Mukden dep.	2300	. .	1040

Local 5.	Mail 3. B. s.			Tientsin-Pukow Line	Mail 4. B. s.	Local 6.
715	1130	—	0	dep. Tientsin-East arr.	1705	1612
720	1140	—	2.71	arr. Tientsin-Central dep.	1658	1606
745	1200	—	78	dep. Tientsin-Central arr.	1631	1547
1133	1500	—	148	dep. Tsangchow dep.	1333	1231
1457	1748	—	—	dep. Techow dep.	1048	906
1801	2021	—	—	arr. Tsinanfu dep.	808	645
7.	1	—	220	1	1	8.
800	2031	—	—	dep. Tsinanfu arr.	746	1633
1039	2231	—	266	dep. Taianfu dep.	602	1346
1309	038	—	318	arr. Yenchowfu dep.	349	1311
1318	048	—	—	dep. Yenchowfu arr.	339	1256
1558	318	—	377	dep. Linchang dep.	130	1036
1815	488	—	—	arr. Hsuchowfu dep.	2304	810
9.	1	—	420	1	1	10.
630	457	—	—	dep. Hsuchowfu arr.	2329	2077
1155	823	—	523	arr. Pengpu dep.	1953	1448
1206	840	—	—	dep. Pengpu arr.	1946	1433
1657	1150	—	600	dep. Chuchow dep.	1646	925
1848	1300	—	631	arr. Pukow dep.	1530	724

Express 16. s. s.	Express 10. B.			Shanghai-Nanking Line	Express 1. B.	Express 15. B. B.
.	1430	. .	0	dep. Nanking-Ferry arr.	1410	.
2[00]	1420	. .	. .	dep. Nanking arr.	1415	600
700	2120	. .	193	arr. Shanghai-North dep.	754	2300

Yenchowfu-Taianfu Branch Line					Linchang-Taochuang Branch Line				
900	1340	2130	d. Yenchowfu a.	610	1220	2000	530	1110	1800
032	1456	2252	a. Taianfu d.	532	1128	1858	648	1218	1908

d. Linchang a.	810	1430	2100
a. Taochuang d.	702	1320	1948

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

Conventional Signs.

900 — train runs on Thursday only. 230 — train runs on Fridays only.

330 — on trains marked thus passengers must hold additional place tickets.

B — train has buffet car with regular meal service

s — train has sleep. accomm. 1st & 2nd class. s s — train has only 1st class sleep. accomm.

Application for sleeping accommodation at $5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic-Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order.

THE TRAFFIC MANAGER.

Tientsin, July 1917.

SHANGHAI-NANKING RAILWAY ABRIDGED TIME TABLE

Shanghai North To Nanking—Up (Main Line) Nanking To Shanghai North—Down

STATIONS.	Local	Express R.	Fast R	3rd and 4th	Fast R	Local	Fast Local	Night Express R.S.
SHANGHAI NORTH dep.	..	7.55	9.10	9.40	12.45	13.35	17.15	23.00
SOOCHOW dep.	..	9.41	11.22	12.20	14.55	15.15	19.20	1.08
WUSIH dep.	..	10.31	12.24	13.41	15.54	19.27	20.8	2.10
CHANGCHOW dep.	6.50	11.32	13.16	15.03	17.48	...	21.23	3.10
TANYANG dep.	8.08	12.03	14.11	16.16	17.41	...	...	...
CHINKIANG dep.	9.16	12.53	14.55	17.17	18.22	...	...	5.06
NANKING arr.	11.19	*14.15	16.30	19.20	19.50	...	...	6.50
PUKOW dep.	..	15.30	Sleeping Car	..	..	..	..	..
TSINANFU dep.	..	8.15		..	..	..	..	..
TIENTSIN arr.	..	16.25		..	..	..	..	..
CENTRAL dep.	..	16.45		..	..	..	..	..
PEKING arr.	..	19.30		..	..	..	..	..

STATIONS.	Local	Fast Local	Fast R	3rd and 4th	Fast R.	Express R.	Local	Night Express R.S.
PEKING dep.	..	..	..	..	..	8.35	Sleeping Car	..
TIENTSIN arr.	..	..	..	..	..	11.40		..
CENTRAL dep.	..	..	..	..	..	12.00		..
TSINANFU dep.	..	..	..	..	..	20.27		..
PUKOW arr.	..	..	..	..	..	22.54		..
NANKING dep.	..	..	7.20	8.00	11.45	*14.20	15.35	23.30
CHINKIANG dep.	..	..	9.00	10.10	13.30	16.05	16.15	1.09
TANYANG dep.	..	..	9.35	10.59	14.12	16.43	16.56	..
CHANGCHOW dep.	7.00	..	10.34	12.18	16.00	17.32	20.20	3.09
WUSIH dep.	8.15	7.10	11.28	13.36	16.00	18.29	..	4.11
SOOCHOW dep.	9.35	8.08	12.23	14.54	17.01	19.21	..	5.13
SHANGHAI NORTH arr.	12.15	10.15	14.30	17.30	19.00	21.30	..	7.05

R. Restaurant Cars. *Connects at Pukow with the through Siberian service. S. Sleeping Cars.

Woosung Forts to Shanghai North—Up (BRANCH LINE) Shanghai North to Woosung Forts—Down

WOOSUNG FORTS dep.	6.50	8.10	10.50	13.15	14.40	16.20	18.10	19.55	21.30
KIANGWAN dep.	7.17	8.37	11.17	13.42	15.07	16.47	18.37	20.22	21.57
SHANGHAI NORTH arr.	7.55	9.45	11.35	13.50	15.15	16.55	18.45	20.30	22.05

SHANGHAI NORTH dep.	6.10	7.30	10.05	12.25	14.00	15.30	17.20	19.10	20.45
KIANGWAN dep.	6.21	7.41	10.16	12.36	14.11	15.41	17.41	19.21	20.56
WOOSUNG FORTS arr.	6.45	8.05	10.40	13.00	14.35	16.05	18.05	19.45	21.20

SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI NORTH TO ZAHKOU—"DOWN" MAIN LINE. ZAHKOU TO SHANGHAI NORTH—"UP"

STATIONS	Local	Fast R	Slow	Cattle & Goods	Local	Express R	Local	Local
Shanghai North dep.	....	7.35	9.00	10.00	....	14.50	15.50	....
Jenfield dep.	....	7.51	9.16	10.23	....	15.06	16.06	....
Sicawei dep.	....	7.58	9.23	10.33	....	15.13	16.13	....
Lunghua Junction dep.	....	8.15	9.40	10.53	....	15.30	16.29	....
Shanghai South dep.	....	*7.45*	*9.10*	*10.30*	*13.35*	*15.00*	*16.00*	*17.55*
Lunghua Junction dep.	....	*8.15*	*9.40*	*10.53*	*13.53*	*15.30*	*16.29*	*18.13*
Songkiang dep.	....	8.59	10.48	12.02	....	16.07	17.42	....
Kashai dep.	....	9.51	11.52	13.28	....	16.58	18.49	....
Kashing dep.	7.40	10.25	12.30	14.25	....	17.22	19.26	....
Tsksh dep.	8.45	11.05	13.15	15.50	....	17.53	....	....
Changan dep.	9.45	11.41	14.00	16.50	....	18.24	....	....
Hangchow dep.	11.10	12.50	15.35	18.30	....	19.19	....	....
Zahkou arr.	11.35	13.10	15.50	19.00	....	19.35	....	....

STATIONS	Local	Local	Fast R	Slow	Local	Cattle and Goods	Express R	Local
Zahkou dep.	....	....	6.30	7.55	....	9.20	14.10	15.20
Hangchow dep.	....	....	7.00	8.30	....	10.00	14.35	16.0
Changan dep.	....	....	8.04	9.48	....	11.40	15.20	17.2
Tsksh dep.	....	....	8.41	10.31	....	12.39	15.51	18.4
Kashing dep.	....	7.15	9.28	11.22	....	14.10	16.30	19.0
Kashai dep.	....	7.48	9.53	11.55	....	14.48	16.53	....
Songkiang dep.	....	9.05	10.47	12.59	....	16.08	17.40	....
Lunghua Junction dep.	*8.15*	*10.38*	*11.36*	*14.02*	*16.32*	*17.53*	*19.23*	....
Shanghai South arr.	*8.35*	*10.55*	*11.55*	*14.25*	*16.50*	*17.40*	*19.40*	....
Lunghua Junction dep.	....	10 20	11.36	14.05	....	17.16	18.50	....
Sicawei dep.	....	10.39	11.44	14.14	....	17.35	18.59	....
Jenfield dep.	....	10.46	11.51	14.21	....	17.37	18.36	....
Shanghai North arr.	....	11.00	12.05	14.35	....	17.50	18.50	....

KONZENCHIAO TO ZAHKOU KIANGSHOO BRANCH LINE. ZAHKOU TO KONZENCHIAO

Konzenchiao.... dep.	6.50	8.25	11.25	14.00	15.55	18.35	Zahkou..... dep.	....	10.10	12.25	....	17.20	....
Kenshangmun .. dep.	7.10	8.50	11.40	14.15	16.15	18.50	Hangchow..... dep.	7.30	10.40	12.45	14.55	17.50	19.1
Hangchow..... dep.	7.20	9.15	11.52	14.24	16.30	19.00	Kenshangmun .. dep.	7.42	10.57	12.57	15.12	18.07	19.2
Zahkou..... arr.	....	9.40	12.10	....	16.55	....	Konzenchiao.... arr.	7.55	11.10	13.10	15.25	18.20	19.4

R. Restaurant Cars.